

MEEKLY SOUTHERN INDUSTRIAL WENGRAPER.

THE ADVANCE OF THE SOUTH.

There can be no doubt that remarkable as was the Southern growth in manufactures between 1880 and 1890, the progress of the current decennial term will be very much more remarkable. The products of the mills, factories and workshops of the South doubled in value in the ten years covered by the last census, while the amount of wages and capital invested was nearly tripled. General Longstreet asserts that between 1890 and 1895 the capital invested in manufacture in the South has very nearly doubled. In some branches of production the increase of invested capital has been very much above this average, and the output has correspondingly increased. This is notably so in the case of cottonseed oll, of coal and of pig iron. * * * An enthusiastic observer has recently described the South as a region of forests and coal and from veins, favored by health conditions without parallel, and the best climate in the world. This being so, there can be no reason why, of the country east of the Mississippi, the southern part should not have a population as dense in proportion to its area as the northern.—Boston Heraid.

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Baltimore, June 11, 1897.

TERS. SPE

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S. A.

Yor. XXI

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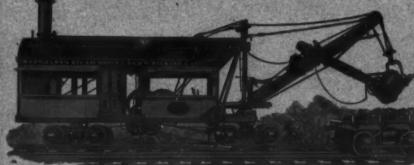
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Boilers. [See
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Acid Chambers

Caroline Iron Works, Baltimore, Md. Valk & Murdoch Iron Wks., Charleston, S. C.

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Anti-Friction Metals.

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Conveying Machinery.

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Cottonseed-Oil Machinery. Cottonseed-Oil Machinery.

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Maryland Mig. 6.

Elevators.
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Enamels and Glases.

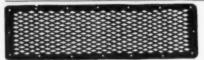
Zwermann & Co., Baltimore, Md.
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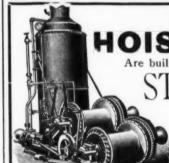
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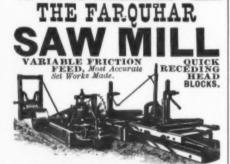
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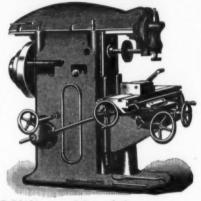
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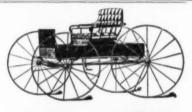


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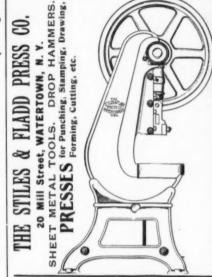


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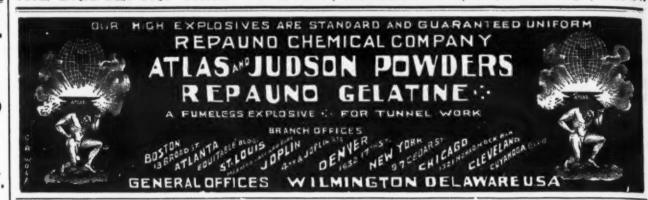


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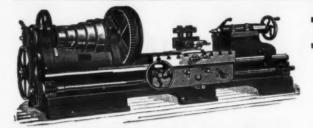
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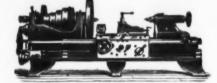
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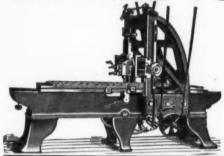


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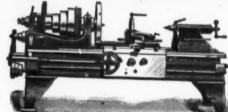
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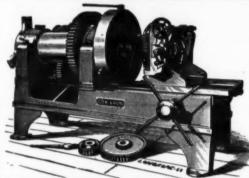




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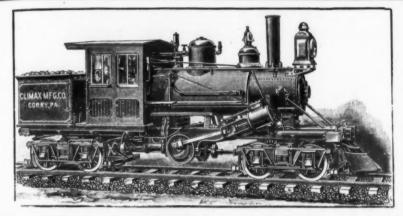
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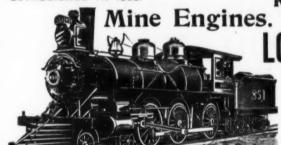


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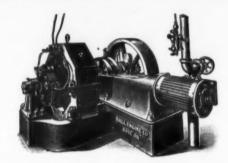
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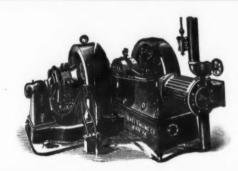


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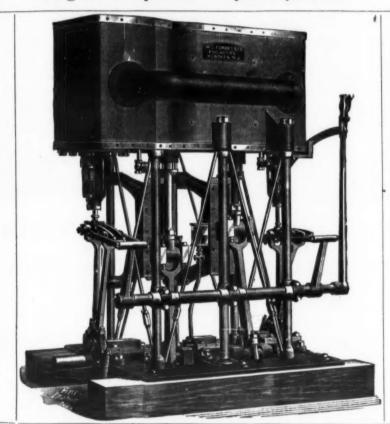
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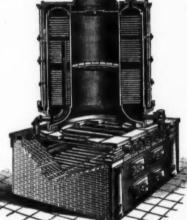
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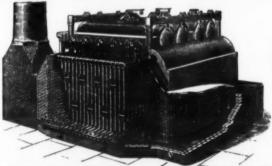
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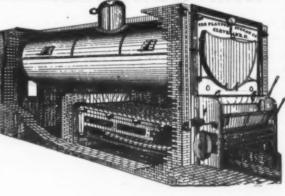
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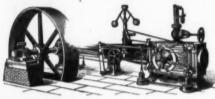
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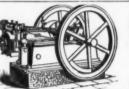
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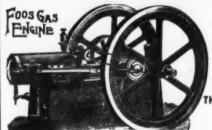
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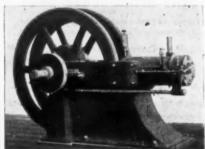
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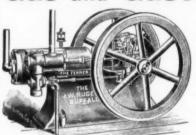
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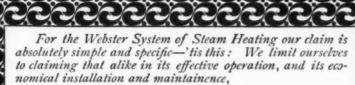
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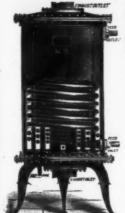
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MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXI. No. 20.

BALTIMORE, JUNE 11, 1897.

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BALTIMORE, JUNE 11, 1897.

The Policy of Sanity.

Lawmakers of Arkansas, in addition to making efforts to provide for conservative railroad development in their State, if not, indeed, in furtherance of the same, have distinguished themselves during the present special session of the legislature by killing four of the several proposed railroad commission bills, and thereby, it is thought, settling the fate of such attempted legislation. The lessons in a comparison of the recent attitude of Alabama and Florida toward aggregated capital represented by railroads or by other corporations have evidently not been lost upon Arkansas, and there are indications that Florida is taking the matter seriously to heart. In some quarters where there was a belated realization of the possibilities for evil inherent in the new railroad commission bill is a disposition to seek solace in the belief that the personal character of the railroad commissioners may result in such an interpretation and execution of the law as to nullify its objectionable provisions. It is to be hoped that such may be the effect, but the danger to Florida would not necessarily be thereby discounted forever. Men change; the law remains. Unless the present one be repealed it has the capacity of becoming a menace to the interests of the State at any time.

There are signs that it may be repealed or modified before many years have elapsed. The influences which led to its enactment are thoroughly known, and it is believed that they are waning. A Tallahassee correspondent of the Baltimore Sun writes that demagogues and unscrupulous politicians encourage the belief among great numbers of voters that large combinations of capital are criminal, because by promising eternal and vigorous opposition to corporations they can ride their way into office, and adds:

Were it not for these self-seeking politiclaus, there is reason to believe that the people of Florida would go to the opposite extreme and offer unusual privileges to capital and corporations, for there is no question that the State owes her remarkable

development of the last fifteen or twenty years to the large investments of Northern capital in Florida properties. The weakness of the anti-corporation alarmist hereabouts is that he can offer no facts to substantiate the arguments which he submits.

It depends largely upon the press of Florida to counteract the selfish agitation of the demagogue and to draw upon the experience of the past decade for convincing arguments in favor of a policy of sanity. The beginnings of such a campaign have been made. Commenting of the firm stand taken by Governor Joseph F. Johnston, of Alabama, in the Manufacturers' Record of recent date, the Times-Union, of Jacksonville, says:

We would like to see Florida take the lead in the enactment of laws for the protection of creditors. If creditors are protected in their just demands, debtors will be better able to take care of themselves, for there are few debtors who are not also creditors. If laws are made more strict for the collection of debts they will assist the honest by compelling the dishonest.

Where laws are not favorable for the col-lection of debts the entire community suffers. Those who pay are compelled to make good the obligations of those who do not . That community will be more prosperous, speaking for poor as well as rich, that reduces the losses from bad debts to a minimum.

Bad collection laws drive away foreign and lock up home capital. Good collection laws invite capital from abroad, and place home capital in circulation. We would like to see more money in circulation in Florida, and more would circulate if the dangers of loss were decreased.

That is the right spirit, in spite of a certain tinge of qualification that "the laws of a State should be passed for the benefit of its people, not of outsiders." This qualification, however, does not break the force of the argument that States that expect their railroads to do their part in developing opportunities, or which look to outside capital for co-operation, are injuring their own people by enacting laws that cripple railroads, or which guarantee that outside capital will not be safe within their borders.

Tariff and Politics.

Congressman Fowler, of New Jersey, has introduced a bill for the establishment of a tariff commission. Such a bill is usually introduced whenever the tariff is under discussion in Congress, but touching this one Mr. Fowler says that the American people are tired of the disturbance in all lines of business consequent upon tariff agitation, and he thinks the remedy is to be found in a removal of the question from politics, and that a commission will have that

Whatever the differences of opinion about Mr. Fowler's plan may be, and whether or not it may take shape, a significant movement toward the end that he desires, with others, has been observed in the past few months in parts of the South. The Manufacturers' Record has called attention to it from time to time, and has now to note another very marked manifestation of it—the vote of five Southern democratic senators for a duty of 20 per cent, ad ing more space or more attention to

valorem on raw cotton. This proposition was offered as an amendment to the pending measure by Senator Bacon, of Georgia, and was supported by him, by Senator Clay, of Georgia; Senators Tillman and McLaurin, of South Carolina, and Senator McEnery, of Louisiana. There will be explanations of this vote and efforts to argue that a purpose to avail one's self of the benefits of a protective tariff is not an endorsement of the protective policy, but the five votes will be the answer to all. Senator Bacon said that he intended to see that his State received an equal share of the benefits of the new tariff, and such was undoubtedly the motive of his colleagues. But the growing strength of that motive is a gratifying menace of the maintenance of tariff legislation upon sectional or party

The Cotton Acreage

Efforts by organization to limit the production of cotton by curtailing the acreage devoted to it have again proved futile, according to estimates which are now being published. As far back as the second week in May the Liverpool firm of A. J. R. Landauer & Co. colculated an increase of 355,000 acres: the government report for that month showed promise of gains in every State but one, and the latest circular of Latham, Alexander & Co., of New York, dated June 4, shows an increase of 979,000 acres, Mississippi alone losing. This circular is based upon data received from 2606 correspondents, and the comparison by States is as follows:

State. Acreage 1806.	Acreage 1897.
Alabama 2,774,000	2,913,000
Arkansas 1,574,000	1,605,000
Florida 252,000	252,000
Georgia 3,342,000	3,476,000
Louisiana 1,217,000	1,254,000
Mississippi 2,862,000	2,776,000
North Carolina 1,172,000	1,260,000
South Carolina 2,013,000	2,114,000
Tennessee 850,000	876,000
Texas 5,980,000	6,458,000
Various 305,000	336,000

The estimate of the Galveston News for Texas is an increase of 9.7 per cent. over 1896, while a circular from Mississippi counts upon no diminishing of the acreage there. With estimates of the total increase, ranging from 4.4 per cent. to 5.16 per cent., are statements of later planting than last year everywhere except in Texas, of unseasonable cool weather, poor stands, damage from cut-worms and loss by the Mississippi overflow and conflicting calculations of the possible effects upon the crop.

It is, therefore, too early to be convinced that the increased acreage will mean a larger crop, and, in the absence of adequate figures, to determine to what extent the raising of home supplies has been accelerated by organization. It was proposed by the Cotton Growers' Association that the cotton acreage should be reduced by giv-

foodstuffs and fodder. If the ques tion of cotton acreage had been subordinated to that of home supplies the present contingency might not have arisen. As the New York Journal of Commerce truly says:

Intelligent efforts to reduce the cost of culture and to increase the product of a given amount of land and labor, together with the production of their own supplies by Southern farmers, so that they shall not be compelled to sacrifice their cotton crops to pay for their corn and pork, are measures that will result in substantially improving the condition of the producers.

This policy has been pursued quite systematically in some sections of the South without organization for several years past, and this year it is reported that the acreage of corn in Texas keeps pace with that of cotton, and that the crops of wheat and oats will be very large. Whether the policy has prevailed more generally in the rest of the South has yet to be positively revealed. If such be the case, the increase of cotton acreage will be of secondary importance as far as the growers are concerned.

Southern Export Trade.

Two or three weeks ago the Manufacturers' Record published a table and some comments dealing with the gratifying increase of exports from Southern ports during the nine months ending in March last. The article has been widely copied and has been the basis for a number of editorials of congratulation for the South. The table has also been the means of leading some ports to compare themselves with others and with those of the North Atlantic coast, and the results must be inspiring. Until recent years the great movement of trade bound to foreign countries has been from west to east. Railroad development and improvement have now given this trade a decided Southern trend, which may be maintained and increased against attempts to confine it to the old channels. And one of the most efficacious means to such an end is a generous competition among the ports of the South Atlantic and Gulf coasts. There is no reason for a belief that the advance of one port will hamper the growth of another, but it is certain that well-directed efforts of all upon the territory full of possibilities for ever-widening trade will redound to the benefit of each port.

The Urbana Incident.

The horror at Urbana, Ohio, with its disregard of law and its manifestations of cowardice of officers of the law rivalling cowardice of the mob, has resulted in much moralizing in all parts of the country. It has given newspapers of one section an opportunity to indulge in a natural, and, in a certain sense, justifiable form of commentary upon the assumptions of superiority in another, and it has emphasized the fact that under existing conditions the lynching spirit is likely to assert itself against a particular crime

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wherever that crime may be committed. This is deplorable, inasmuch as a violation of the law in one instance tends to weaken the influence of law in general, but it clearly points to the duty of the people of all sections of the country.

Instead of indulging in recriminations, they should unite in a purpose to rebuke and punish lawlessness of all kinds, whatever the provocation, and to remove the occasion for contempt of law by ridding the law of its manifest imperfections and by limiting the opportunities for delay in practice in the criminal courts. As an outline for such work may be taken the following words of Governor Russell, of North Carolina:

The way to end lynch law is to remove he excuse for it. It is no justification to the excuse for it. say, what is not denied, that in many cases the victims deserve what they get. Barbarian brutes who commit nameless crimes must be killed quick. But let it be done under the forms of law. Let there be none of the law's delay. Give the executive the power to call a court instanter. Order a judge by telegraph to the courts of the Try the criminal; if proper for an appeal, convene the appellate court on shortest possible notice, send down the judgment and instantly perform its mandates.

That advice applies as well to New York as to North Carolina, to Ohio as to Texas, to Kansas as to Kentucky. It is advice which the people are capable of following to good purpose.

South American Visitors.

It was a happy coincidence that the delegates to the international commercial conference at Philadelphia should have visited Baltimore first on their tour of the country. Their reception in that city may in some measure outweigh the significance of the fact that Nashville and St. Louis are the only two other Southern cities included in the itinerary of the visitors. It would be more satisfactory could that fact be changed, so that the range of travel should include the Southern ports, satisfactory to the South Americans, who would have opportunity to view those ports which by nature are placed most advantageously for trade with South America, and satisfactory to the business men of the ports, who would be enabled to make acquaintances that in all probability would be valuable to them.

Since last January 1 orders for 100 locomotives, aggregating \$1,000,000 in cost, have been placed by Southern railroads with four of the largest locomotive construction companies in the country. The Semet-Solvay Co., of Syracuse, N. Y., will erect a \$200,000 plant at Ensley, Ala., for the utilization of the by-products of the coke furnaces. These two announcements of one week, considered in connection with the recent placing of \$4,000,000 worth of bonds for railroad construction in Alabama, the arrangement for direct trade between Charleston and European ports and the proposed resumption of work upon the Illinois Central Railroad's improvements at New Orleans, point clearly to a revival of business in several lines in the South and to the influences which are producing from it.

It will be remembered that much of the recent campaign of New York against New Orleans in the grain exporting business was waged by the former with talk about hot corn at Southern ports. New York must have been converted, for it is announced that R. W. Forbes & Son, large grain exporters of that city, expect to use the grain elevator at Port Chalmette, Orleans, for the shipment of grain.

KENTUCKY TOLLGATE RAIDS.

How They are Working a Wholesome Reaction in the Blue-Grass Country.

(whither I am about to return), I stopped for a few days in Central Kentucky, and there talked with farmers and other substantial people about the nauseating desc of practical populism which that section has just had to swallow. It is an old story how, if a small boy be overfed on even so good a thing as sugar, he will come to hate it. By the same token the farmers of the tobacco-growing section of the Bluegrass State are coming to loathe the idea that a man may not do with his own as seemeth to him good. And that is a cardinal doctrine of populistic faith.

For some months past, and notably while I was there last week, conditions which may be set down as the unescapable outcome of some of the populistic teachings of the last presidential campaign, were hideously in evidence. Men who were last fall harangued by politicians into believing that hostility to corporations was obedience to God, growing weary of an inert sort of adherence to the new doctrine, began to hanker after chances to show their faith by their works, and to look about for objects to attack. The handiest and most helpless of corporations in sight were those owning those glorious macadamized roads which have been and should ever be the pride of Kentucky-conveniences by reason of which farm life there has been from time immemorial suggestive of life in the fashionable suburbs of our larger cities. And so the associations which built and maintain these highways were singled out as victims of the anti-corporation dogma of populism, while the owners of large farms came in as most acceptable substitutes for the hated "money

By last week this manifestation of populistic faith by populistic works had reached a point in one county necessitating the presence of a company of militia to protect a court and jury and certain law-abiding citizens who dared to believe that what was theirs was their own, from the fury of a mob which had for some weeks spent odd nights destroying tollgates and plant-beds and intimidating gatekeepers and turnpike officials as well as those farmers who contemplated larger operations than the crop regulators approved. One of the articles of faith among these gentry is that he who disclosed any respect for property rights writes himself down as a servile bender of the knee to "the money power," and its practical operation is arbitrary dictation to farmers concerning what crops they shall raise-how much land they may cultivate-by organized nightriding bands of crop regulators.

But out of evil, good often comes, for the effect of all this has been to enable many to see plainly what neither argument nor persuasion could move them to listen to six months ago, to wit, that the coment there is the slightest break in the protecting levee of law and order a gap ing crevasse follows, and then the deluge! Many a Kentucky farmer who owed a little money then thought the populism that promised only to compel creditors to receipt in full on payment of fifty cents on the dollar to be both admirable and beneficial; but now, since this same ism manifests itself in the destruction of his plant-bed and a threat of

On my way back from Nashville | barn-burning because he refuses to allow the crop regulators to say how many acres he may set in tobacco, he has come to consider it in its true light, and when he comes to pay the cost of keeping militia companies dancing attendance upon the sessions of courts and the cost of damages done by mobs, the very word populism will become as a stench in his nostrils.

> Taken altogether, however, it is fortunate, first, that the cloven hoof of this masquerader in the skin of the party that for years and years embraced, throughout the South, the best and most conservative elements, has so early and so clearly come into view; and, second, that the farmers are themselves getting a taste of the medicine many of them were so anxious last fall to administer to "the capitalistic classes." The result will be that men who have homes and farms will see that in its final analysis the proposition to take from property the right of the owner to use it according to his own pleasure will mean not only dictation as to how much tobacco he may raise, dictation as to taxes he must pay for annihilating tollgates or condemning turnpikes, but whether he shall have 400 acres or only forty acres, if the populistic mob should elect to possess themselves of the area represented by the difference between these figures.

Therefore such object-lessons are sure to teach most salutory lessons, for the people of Kentucky are brave and honest at bottom, as well as endowed to a preeminent degree with that rare gift of God to man, down there denominated (with more respect for truth than poetry)

One of the effects of the recent agitation inaugurated by the Manufacturers' Record, of the question of how it will, at this juncture, pay the South to array itself against the policy of killing geese that lay golden eggs, has been to arouse substantial men all over the South to a new and livelier interest in the true relations between the railroads and the people, and consequently to set those who ever do any thinking at all to wondering whether "self-interest" should not prompt them to do a little investigating before their part of the country shall get itself "blacklisted" by men who have money to

Few, even among those who are entitled to be classed as "of more than ordinary intelligence," quite realize how, if the railroads "go to pot," other lines of business will be disastrously affected. To make this clearer, I have an appointment with an earnest, conscientious man, who is prominently identified with one of America's greatest industries, for an interview, which will, moreover, point out from the point of view of the capitalists how the South, by hewing to the line of its Anglo-Saxon traditions concerning property rights, may now lay the foundation for an era of prosperity such as no section of the Union ever enjoyed before. This interview will appear at an early day, and will clarify the minds of many who have at heart the South's material and moral advancement, but who have been misled and intellectually befuddled by false theories and plausible sophistries.

THOMAS P. GRASTY.

\$200,000 PLANT FOR ENSLEY.

Improvement Shown Among Indas. tries at Birmingham.

[Special Cor. Manufacturers' Record.] Birmingham, Ala., June 7.

The past week inaugurated the proceedings for the erection of a plant by the Semet-Solvay Co., of Syracuse, N. Y., at a cost of \$200,000, to save the by. products of coke furnaces. By the terms of the contract the Tennessee Coal & Iron Co. is to furnish the Semet-Solvay Co., for a term of years, the coal it may need, and receive, in return, what coke it may require, both at agreed on prices. This gives the Tennessee Company its coke at minimum cost. Then, as the new plant will be contiguous to the furnace plant, the latter will utilize in its furnaces the gas from the coke-oven plant, It will erect sixty new coke ovens, and adapt what it can of the old plant to the new process. The plant will be erected. owned and controlled by the Semet-Solvay Co. Its importance is great. If by this process a cheapening of iron produc tion is brought about for the Tennessee Company, the other furnace interests must follow suit, for each interest must shape its condition to meet as favorable terms as any other interest can offer. Ammonia, tar and aniline dyes, the other commercial by-products, will find local markets for most of the products.

The iron market the past week showed an improvement in the volume of business, and published quotations were uniformly maintained. These quotation are \$7.25, \$6.50, \$6.25 and \$6 for Nos. 1, 2, 3 and 4 foundry iron, and \$6 for gray forge and mottled. Nos. 1 and 2 soft are \$7 and \$6.50, and are in light supply. The improvement noted has not been spasmodic, but has been a gradually steadying movement influenced by confidence in the market outlook. As expressed by a prominent official, who voiced the feeling pervading sellers, "I can't give any reasons clear as a mathematical demonstration for the faith that is in me, but I feel that we have crossed the zone of low prices and are now moving at last to the temperate zone of healthier prices. We all look for a more satisfactory trade in the near future, both as to volume and prices." The export trade has improved in the same ratio as the domestic trade, and orders are being registered right along as freight room can be secured. Japan, China, India, the Continent and Great Britain are gradually becoming regular customers. Improvements in furnace service and results, looking to the cheapening of cost of iron, are prominent features of the business now.

The resignation of Mr. W. L. Sims, for a long period the versatile, able and faithful secretary and treasurer of the Slow Company, is announced. His place will be filled by the directors this month. They will be fortunate if they secure \$ successor possessing the qualities of the retiring official. At the new steel mill Dr. W. B. Phillips, formerly the chemist for the Tennessee Company, will be the consulting chemist. There is an increasing disposition to buy and sell iron on its chemical analysis, and it not infrequently happens now that a chemical analysis accompanies the bill of lading. A glance at that shows the buyer for what he can use his iron with best results.

There is no change from the monotonous reports of the past few weeks concerning the minor iron industries. The Birmingham Machine and Foundry Works has a shop full of work, to which it added increased orders the past week, one being for a 700 horse-power Corliss engine. The oil works, to try some new

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machinery just added and clean up odds and ends acquired "between seasons," will start up this week for a brief run. The Northington-Munger-Pratt Company is running to full capacity, and is pushed to keep in sight of its orders. As evidence of the rapid growth of its business. its books show that its orders for its current year, so far, of 1897 exceed the business for the whole of its business year of 1896. In the face of such a showing the ery of hard times "cuts no ice" with it. The various enterprises inaugurated here in the past twelve months, and that are now material results, foot up an aggregate approximating \$2,000,000 of capital invested. This has stirred up a feeling to better it, and a movement is on foot to appoint a peripatetic moving representative of Birmingham, whose sole occupation will be to exploit this district wherever good for it can be accom-J. M. K.

THE NASHVILLE EXPOSITION.

Mayor Hooper, of Baltimore, Impressed by His Visit There.

A representative of the Manufacturers' Record enjoyed during the week a most entertaining chat with Hon. Alcaeus Hooper, Baltimore's mayor, regarding his recent visit to the Tennessee Centennial Exposition at Nashville. He expressed himself as very much gratified at the character and extent of the Nashville Exposition, and stated it is not only entertaining, but very instructive as well. He said that the celebration is, although primarily a State affair, certainly representative of the whole South, and comparing favorably with the Chicago celeration of '93, is perhaps more complete in its way than the Atlanta exhibit of everal years ago.

Speaking of the exhibits of mining and manufacturing and the general raw materials which the South is now acknowledged to possess in greater abundance than in any other section of the world, Mayor Hooper says that they are a revelation, and that one without any, or little, previous information concerning the South's wonderful natural resources, may visit this exposition and obtain by a careful investigation knowledge of those resources that will acquaint him fully with the possibilities of raw materials and their development.

Referring to the immense virgin forests of valuable timber which the Southern States possess, His Honor states that their immensity is clearly shown by means of accurate charts, and samples of the many different kinds of woods produced may be seen in the proper department.

One particular circumstance that attracted attention was the exhibit of the products of the State of Tennessee, which is shown to be capable of furnishing to her people about all the necessary foods of civilization except coffee and spices.

In Machinery Hall the largest builders of machinery of the North, East and West have their booths, and the extent of their exhibits shows that they fully realize the great possibilities of Southern industrial development, and, determined to assist in that development, will act with forethought and aggressiveness in securing their share of the trade which the sections are now enjoying, and which is rapidly on the increase.

The railroad exhibits are of credit consistent with the enormous growth of the extent of lines of travel in the South.

The accommodations at and the railroad transportation facilities to Nashville, His Honor continued, are ample to do justice to the comfort of the visitors, the charges are moderate, and the enter-

tainment proper, such as music, etc., is of the best quality.

Referring again to the South's natural resources and their development, His Honor says that it is evident the boom period has had its day, and the coming years will see the continuation of that wonderful development that has astonished the world, the revolutionizing of the iron trade, the removal of the cotton-manufacturing centre to the fields where the raw cotton grows, and the increase and improvement of the shipping and exporting seaports of the Southern Atlantic and Gulf coasts.

Opportunities at Houston.

[Special Cor. Manufacturers' Record.]

Houston, Texas, June 4.

A rumor that a clothing manufacturing company was to be established in Houston brought Mr. H. A. Robertson, of the Singer Manufacturing Co., here to investigate the facts. Mr. Robertson said that Houston was particularly well located for such an industry, as it had not only magnificent distributing facilities, but hundreds of young men and women, the sons and daughters of mechanics and other laboring men who could find profitable employment in such an industry.

The Texas Graphite & Asbestos Co. has been chartered, with a capital of \$100,000, and it will give to this city a mill for the manufacture of articles of commerce from Texas minerals.

Considerable interest is manifested in Houston regarding the organization of a company for the purpose of manufacturing cars. It is argued that this industry will pay from the start, as Houston is the most important railroad centre southwest of Kansas City. The companies actually doing business in this city could take a large portion of the output. The great success of the Dickson Car Wheel Works has encouraged the people of Houston in the belief that cars of at least the ordinary varieties can be produced here at a profit. The strong point is made that Houston is a very important lumber market, and that within three hours' ride from this city begins the largest body of standing pine to be found today on the American Continent.

Parties who desire to engage in the production of tile for underdrainage will find a profitable field either in Houston or vicinity. Experts, as well as practical tilemakers, have investigated the clay in several places, and pronounce it good for tile-making.

Galveston's Ocean Commerce.

According to a report of Messrs. Fowler & McVitie, ship brokers of Galveston, Texas, which has been furnished the Manufacturers' Record, the increase in commerce of that city during the year ending May 31 has been very gratifying. Fifty-five per cent. more vessels and 681/2 per cent. more tonnage were dispatched during the year from Galveston than during the years of 1895-96. While the cotton shipments increased very largely, the cargoes were sent out in such a condition that not a case of fire was reported during the year. The following is a summary of the coastwise and export business:

 Cotton
 1,208,272 bales.

 Grain
 9,213,990 bushels.

 Cottonseed meal and cake.
 133,953 tons.

The number of foreign steamers loaded was 268, aggregating 475,145 tons.

There was an increase in cotton shipments of 66% per cent.; in grain of 105 per cent., and in oilcake and meal 53½ per cent. As an indication of the extent of this business, it may be stated that cargoes were consigned during the year to most of the principal ports of Europe.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

SOUTHERN ROLLING STOCK.

Railway Companies Have Ordered Over \$1,000,000 Worth of Locomotives Since January 1.

Railroad men and others in a position to know are well aware that companies in the Southern States have been good customers of locomotive and rolling-stock builders in general. Few people, however, have any idea of the extent of the orders which have been placed during the present year. In 1895 and 1896 the Baltimore & Ohio, the Southern, the Seaboard Air Line and a number of other South and Southwestern companies were extensive purchasers of equipment, both for passenger and freight service. The statements of the principal locomotive works of the country, however, show that since January 1 of this year the orders have also been surprisingly large, considering the general condition of business. Below is appended a list of locomotives ordered since the date mentioned:

Baldwin Locomotive Works—Forty-one locomotives built for Southern lines since January 1, of which thirty-eight have been ordered during that time. The purchasing companies were as follows: Georgia; New York, Philadelphia & Norfolk; Vicksburg, Shreveport & Pacific; Allegheny Iron Co.; Greenleaf Johnson Lumber Co.; Nashville, Chattanooga & St. Louis; Hughes Brothers & Bangs; Low Moor Iron Co.; Queen Anne's Railrond Co.; Cummer Lumber Co.; Louisville & Nashville; Southern Railway Co.; Baltimore & Ohio; Woodward Iron Co.

Rogers Locomotive Co.—Twenty-two locomotives ordered since January 1, of which seven have been completed. The purchasers were as follows: Mobile & Ohio, and Nashville, Chattanooga & St. Louis.

Richmond Locomotive Works—Built thirty-six locomotives since January 1 for the following companies: Chesapeake & Ohio, Augusta Terminal, Southern Railway Co., Seaboard Air Line, New Orleans & Northeastern, Aberdeen & West End.

Pittsburg Locomotive and Car Works— Built two locomotives since January 1.

Lima (Ohio) Locomotive Co.—Built ten locomotives for logging and mining purposes in the South.

Climax Manufacturing Co., Corry, Pa. Sold seven locomotives for tram roads.

The estimated valuation of these orders is as follows:

Richmond Locomotive Works	\$360,000
Pittsburg Locomotive Works	20,000
Rogers Locomotive Works	225,000
Baldwin Locomotive Works	400,000
Climax Manufacturing Co	40,000
Lima Locomotive Co	50,000

Total\$1,095,000

As these orders are only given by reason of the demand for increased motive power on Southern lines, it is one of the best proofs of the progress of business in the South, as indicated by the passenger and freight traffic in this section.

Waco to Sabine Pass.

The project of building a railroad between Waco and Sabine Pass, Texas, which has already been referred to in the Construction Department of the Manufacturers' Record, is described in the following letter from Vice-President R. P. Duncan of the company which is promoting it:

of this business, it may be stated that cargoes were consigned during the year to most of the principal ports of Europe. "Waco, the northern terminus, is the centre of the finest cotton section, that

the State, and the line will traverse throughout a fine agricultural section to the Gulf except where it will penetrate the immense long-leaf yellow-pine forests, untouched by axe or saw, and virgin forests of hardwood suitable for manufacturing purposes. It will run through deposits of coal six to ten feet thick, valuable clays and beds of iron ore, which, smelted with our coal, raw, without being coked, produces a fine grade of pig iron. The fire-clay has no superior, and the kaolin makes chinaware as beautiful and translucent as can be made in any portion of the world.

"The Gulf terminus, Sabine Pass, is the deepest port on the Gulf coast, having twenty-four to twenty-five feet of water over the bar constantly and permanently. No other railroad line in the State has such a combination of resources for earnings, viz., cotton, coal, clays, iron ore and lumber—all upon the same line, and it is proposed to complete the line by September, 1898,"

Washington to Gettysburg.

According to H. A. Cady, secretary of the Washington, Westminster & Gettysburg Company, arrangements are being made for construction of this line, which, as already stated in the Manufacturers' Record, is to extend from Washington to Gettysburg by way of Westminster and other towns in Western Maryland. In a letter to the Manufacturers' Record, Mr. Cady states that the total length of the line will be sixty-eight miles. Surveys have been completed and engineers are now preparing maps, etc., for the inspection of contractors who wish to bid upon the work. The grading contracts will be let first, and later, contracts for rails and equipment. The question of building a line between Washington and Gettysburg has been considered for several years, and the present company which is promoting the project includes a number of prominent capitalists, among them Stilson Hutchins, who is president of the company. Wm. B. Thomas, of Westminster, Md., is treasurer, and J. B. Colegrove, of Washington, D. C., vice-presi-

The Tennessee Northern.

In addition to the information already made public by the Manufacturers' Record relative to the Tennessee Northern Railroad, which is to give the mineral and timber property comprised in the Cumberland River Estates, transportation facilities, Mr. John H. Lory, who is general manager of the estates, and is also at the head of the railroad enterprise, gives the following details:

"We are building the road for the purpose of getting our iron to market with more certainty and regularity than the Cumberland river transportation affords of hauling our iron ore and charcoal to the furnaces, and generally opening up our property which the railroad will traverse and practically bisect. We are pushing the work rapidly, and expect to have it completed by November. Joseph Coyne, of Louisville, has the contract for grading, etc. I may add that we are building the road ourselves, and that we shall operate it. It will be known as 'the Tennessee Northern Railroad.'"

Sales of Railroads.

According to a dispatch from Louisville, Ky., the Illinois Central has purchased an important terminal railroad, known as the Short Route, in that city, paying \$500,000 for it. The line extends along the river front. It is expected to be used by the Central for local traffic largely.

The Middle & East Tennessee Central

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Railroad, which extends from Roganna to Hartsville, Tenn., has been purchased by Joseph Joseph & Bros., of Cincinnati, O. The line is about eleven miles long.

A dispatch from Birmingham, Ala., announces that the Mercantile Trust & Deposit Co., of Baltimore, representing the bondholders, has purchased what is known as East Birmingham & Gate City Dummy Railroad line. The price paid was \$25,-000. This road, which is in operation in Birmingham and its suburbs, is about ten

A North Carolina Project.

In a letter to the Manufacturers' Record, Mr. H. E. Fries, of Salem, N. C., writes that the plan of completing a railroad between Mocksville and Mooresville, in that State, has been revived. Such a railroad would give Winston-Salem a south and west outlet, and it is understood that business bodies in other towns along the route are urging the building of this line. At present a branch of the Southern Railroad system is in operation from Winston-Salem to Mocksville. By completing this branch to Mooresville, a distance of thirty miles, a connection would be made with other portions of the Southern system, giving the new road a more direct route to Charlotte and to the South and West. It is probable that representations will be made to the Southern Railway Co. in favor of this scheme.

Columbia & Maryland Road.

The Columbia & Maryland Railroad Co., it is announced, has finally made arrangements for the issue of \$6,000,000 in 5 per cent. bonds, to be secured by two mortgages of \$3,000,000 each on the property of the company. This is a portion of the plan of reorganization of the Columbia & Maryland, and it is understood its acceptance assures the beginning of construction work on this line in the near future. A portion of the bond issue will be used to pay the indebtedness of the Baltimore & Catonsville Construction Co., the general contractors for the railroad work. Another portion of the issue will be used to retire the original first mortgage bonds of the railway company.

A Large Contract.

According to a dispatch from Galveston, Texas, the Southern Pacific Railroad Co. has made contracts with the Kansas City Smelting & Refining Co., which is one of the largest in the world, to haul smelting products to Galveston for export. It is understood that the metal will come from Mexico and El Paso, Texas, as well as Kansas City, and it is reported that the freight on the tonnage alone will amount to \$700,000. As recently stated in the Manufacturers' Record, the Southern Pacific practically has a line of its own to Galveston in the Galveston, La Porte & Houston road, which will probably be used for sending this freight to the Gulf city.

May Use Compressed Air.

The Terminal Railroad Association, of St. Louis, which, as already stated in the Manufacturers' Record, is considering the idea of substituting compressed air or electricity for steam power, it is reported, is to give compressed air motors a thorough test, with the view of adopting them if the tests result successfully. This is the statement which, it is claimed, has been made by E. P. Bryan, general manager. The American Air Power Co. will conduct the experiments with its motors.

A Heavy Freight Traffic.

Since the Kansas City, Pittsburg & Gulf Company began handling freight the tourist.

for New Orleans from the West, it is stated that during the month of May alone it hauled 500 carloads of grain to the city and seventy carloads of packinghouse products. It is expected that this business will be largely increased within the next few months. The Kansas City, Pittsburg & Gulf uses the Texas & Pacific system for hauling trains into New Orleans.

Railroad Notes.

E. K. Bryan has been appointed general Eastern agent of the Ocean Steamship Co., with headquarters in New York.

A. S. Dodge has been appointed traffic manager of the St. Louis Southwestern line, with headquarters at St. Louis,

Andrew Stevenson has been appointed assistant general freight agent of the Baltimore & Ohio, with headquarters at Baltimore.

W. J. Young, of San Antonio, has been appointed agent for the Mallory steamship lines, with headquarters at Galveston, Texas.

J. A. Fitzwilson has been appointed traveling freight agent for the Southern Railroad Co., with headquarters at Ra-

W. H. Winfield has been appointed general freight agent of the Kansas City, Pittsburg & Gulf system, with headquarters at Texarkana, Texas.

The Lexington Terminal road at Lexington, Ga., has been sold to F. R. Smith, of that city, by order of the court. Mr. Smith represents the bondholders.

T. D. Rhodes has been appointed general passenger agent of the Ohio River & Charleston and Cincinnati, Portsmouth & Virginia Railroad Companies.

A dispatch from Paducah, Ky., announces that a portion of the contracts have been let for constructing the shops to be built by the Illinois Central Railroad Co.

A dispatch from Parkersburg, W. Va., announces that J. H. Hamilton has been appointed general superintendent of the Ohio River Railroad, and J. B. Burt, superintendent of the Ravenswood, Spencer & Glenville line.

The Baltimore & Potomac branch of the Pennsylvania system has elected the following officers for the ensuing year: President, Benjamin F. Newcomer; vicepresidents, Charles A. Pugh and Wm. A. Sewell; treasurer, Robert W. Smith; secretary, James P. Kerr.

Vice-President Wicks, of the Pullman Palace Car Co., in a letter to the Manufacturers' Record, denies the report in the daily press that the exhibition at Nashville has been sold to a railroad company. This is the train which attracted so much attention at Atlanta, Ga., during the last exposition.

The Nashville, Chattanooga & St. Louis Railroad Co. has made arrangements for n passenger service from Nashville to Waco, Texas, which will be a great convenience to people attending the Tennessee Exposition. The sleepers will run from Nashville by way of Memphis, Tenn., to the Texas city.

The book of summer tours for 1897, which has been prepared by the Baltimore & Ohio Railroad, is one of the handsomest volumes of the kind which has recently appeared in the list of railroad literature. It is beautifully illustrated with scenes along the Baltimore & Ohio, and gives many valuable statistics relative to the hotel accommodations, distances and other matters of necessity to

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record, Baltimore, Md., June 10.

There is very little activity in the local lumber market, and the situation shows very little improvement over last month. It is true that there is considerable demand in certain grades of yellow pine, but matters generally are inclining to midsummer dullness. In air-dried yellow pine sales during the week have been fair, boxmakers, yardmen and planing mills being among the buyers. Prices, however, show very little if any improvement for air-dried lumber. In kiln-dried North Carolina yellow pine there is a good trade reported, with prices firmer and tending upward. Some good selling in kiln-dried lumber is reported for the week, and manufacturers are generally more encouraged by the outlook. The market for white pine is firm, with a fair demand and prices unchanged, while stocks are ample for the current inquiry. Cypress is dull, and nominally steady, The hardwood market is reported quiet, with the local demand light. There is some inquiry for oak, ash, walnut and other woods from out-of-town buyers, and there is also a fair actual business reported, but trade in all hardwoods is limited. The export business is reported very light, but there is some shipments of oak and other woods reported, while the regular trade, however, is very quiet, owing partly to the situation in Europe and to local causes. Among planing mills, box factories and other woodworking concerns a fairly active business is reported.

5 50@ 6 50@ 8 50@ Large joists, 3—16 long and up Scantling, 2x3, 2x4 and 3x4... WHITE PINE.

1st and 2d clear, 4-4, 5-4, 6-4
and 8-4
3d clear, 4-4, 5-4, 6-4 and 8-4
Good edge culls.

GOOD stock 42 00@ 43 00 14 50@ 15 50 16 50@ 17 50

CYPRESS.

Culls OAK.
Cabinet, white and red, South \$30 00@ 34 00

POPLAR.

Savannah.

[From our own Correspondent.] Savannah, Ga., June 7.

A fairly actvie market has ruled here tered, of a in nearly every department of the lumber total tonn industry, and the demand for desirable 006. The lumber is steady, with prices a shade anusually firmer for certain grades. From nearly May, and ports in Georgia the record of shipment reached continues of liberal volume, and in the amount e interior mills are all fully occupied. At Shipment the close of business on Saturday last heavy, an prices ruled as follows: Ordinary sizes, terial con \$11 to \$12; difficult sizes, \$13 to \$18 point are flooring boards, \$15 to \$22; shipstuff mill, now \$16.50 to \$20, and sawn ties, \$10. Among output v the clearances last week were the folof this n lowing: Schooner Douglass Gregory for and the l Philadeluhia and Wilmington, Del., with large doc 495,799 feet of lumber; schooner Susan and fore N. Pickering for Boston with 281,818 square ti feet; schooner Samuel W. Hall for New principal York with 323,474 feet of cypress lun ing the n ber; schooner Emily F. Northam for pine lum Philadelphia with 281,615 feet of pitch ber, 215, pine lumber. New York steamers too 000, and out 216,860 feet, Philadelphia steamer 40.300. 163,658 feet, Boston steamers 222,42 feet and Baltimore steamers 286,450 feet The market for lumber freights is steady and the with rates unchanged. From this an nearby ports in Georgia rates on lumber a moder are quoted \$4 to \$4.50 for a range insels. Ra cluding Baltimore and Portland, Me Among the charters reported in New York last week were the following: bark, 506 tons, from Brunswick to Cape de Verde with lumber at \$11; schoone A. L. Lockwood from Brunswick to Boston with lumber on private terms; school ers H. R. Tilton, 468 tons, and Ida E Latham, 400 tons, from Darien to New York with lumber at \$4.371/2.

Brunswick.

[From our own Correspondent.]

ported. Brunswick, Ga., June 7. The volume of trade at this port for 1st of the month of May has shown considerable staunch expansion, especially in the lumber in was or dustry. The demand has been quite known McGow urgent in some cases, and all the milk here and at adjacent points have been general taxed to their utmost capacity to keep u ber and with orders. Sales for the month have bill to r been much better than usual, but price pitch pi are down so low that profits are ven State s light for the manufacturer. Receipts nny co other p timber have been very heavy, and all the mills are supplied with sufficient to kee them running for months to come. The in this Hilton-Dodge Lumber Co. is running the Altamaha mills at Brunswick proper an the Taylor mill on the marsh night and day, cutting about 150,000 feet of cypres every twenty-four hours, while its boom are filled with rafts of timber to last several months. The shipments of lum ber and other wood products May were almost double that any month for years back. The coastwise shipments of cypress have been quite large, both in lumber and shingles. Cypress lumber is selling mud better, and the demand for shingles is at ive, while at the moment there is about 10,000,000 feet in the yards and on the docks here. Freights here are active as steady, and on the 1st inst. there we about forty vessels in the harbor, two fifths of which were loading with lum ber. There is a good demand for lum ber from foreign sources, and prices shade better. Among last week were the schooner Aetna wil 302,000 feet of lumber and the John R Penrose with 310,000 feet, both for Ne

Jacksonville.

[From our own Correspondent.] Jacksonville, Fla., June 7

The general trade of this port for the month of May was very satisfactory, an

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ondent.1 Sa., June 7. as ruled here of the lumber for desirable rices a shade From nearly of shipmen e, and in the occupied. At Saturday last rdinary sizes, \$13 to \$18. 22; shipstuff s, \$10. Among were the fols Gregory for on, Del., with hooner Susan with 281,818 Hall for New cypress lun-Northam for feet of pitch steamers took phia steamen mers 222,429 s 286,450 feet ghts is steady. rom this and tes on lumbe r a range in-Portland, Me. rted in Ne following:

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from the report of the collector of cusoms there were forty-four vessels engred, of a total tonnage of 42,760. The ptal tonnage of vesseds cleared was 41,-006. The lumber trade of the port was anusually active during the month of May, and the total shipments of lumber reached 11,012,624 feet, the largest amount ever shipped in any one month. Shipments of other wood products were heavy, and the general demand for material continues unabated. Mills at this point are all busy, and the new Cummer mill, now about completed, will swell the output very perceptibly. The capacity of this mill will be 100,000 feet a day, and the lumber will be shipped from the large dock built near the mill to domestic and foreign ports. Large shipments of square timber will also be made. The principal exports of wood products during the month were as follows: Yellowpine lumber, 9,567,175 feet; cypress lumber, 215,000 feet; shingles in bulk 220,-000, and in bundles 40,700, and crossties, 40,300. The foreign exports of lumber amounted to 1,230,449 feet. The outlook for pine is exceedingly promising, and the demand is active for all desirable lumber. Freights are very steady, with a moderate offering of handy-sized vessels. Rates are unchanged.

Pensacola.

[From our own Correspondent.]
Pensacola, Fla., June 7.

The timber market here is firm, with a good supply, and prices steady. Timber is now quoted at 101/2 cents, and millmen are generally of the opinion that trade during the summer months will be quite active, with prices firmly maintained. At Ferry Pass the receipts of timber since November 1, 1896, aggregated 227,914 pieces, of which 97,948 have been exported, leaving the stock on hand on the 1st of May 129,766 pieces. A very staunch organization of timber exporters was organized here recently, to be known as the firm of Beers, Forshee & McGowan, for the purpose of doing a general business in the exporting of timber and lumber. In regard to timber, a bill to regulate the classification of sawn pitch pine was passed last week by the State senate. The bill provides "that any commissioned timber inspector or other person furnishing specifications or certificate of inspection of sawn timber in this State who shall falsely represent or fail to show on such specification or certificate the classification of such timber as provided above, shall be punished by a fine of not exceeding \$100, or imprisonment not exceeding thirty days." The movement in lumber is very pronounced, and mills are well furnished with orders, so that they are all running at their full capacity. The shipments of mwn timber during the past week aggregated over 3,500,000 superficial feet, and of hewn timber 10,889 cubic feet, while the exports of lumber reached 3,960,000 superficial feet. Among the charters reported in New York last week were the following: Steamer Aros, 1157 tons, from Pensacola to Ostend with mwn timber on private terms, July; British steamer Glendowe, 1723 tons, from Pensacola to the United Kingdom or Continent with sawn timber on private terms, August, and a Norwegian steamer, 1417 tons, from Pensacola to Genoa with sawn timber at or about 107/6.

Mobile. [From our own Correspondent.] Mobile, Ala., June 7.

During the week under review the volume of business in timber and lumber for export has exceeded that of almost any week in the history of the timber industry of this port. In yellow-pine lum-

ber the shipments for the week aggregated 4,088,415 superficial feet; of sawn timber 328,432 cubic feet were shipped, and of hewn timber 55,021 cubic feet, the total shipments representing 8,689,851 superficial feet of pitch-pine lumber and timber. The exports of hardwood were also very large; in fact, the largest in the history of the port for one week. The exports are reported as follows: Gum, 770 cubic feet; cedar, 1645 cubic feet; ash, 8478 cubic feet; oak, 51,487 cubic feet, and walnut, 3501 feet. In reducing shipments of hardwoods to superficial feet the figures represented are 786,272. Of staves 10,524 were exported, and the grand total for the week of all wood products reached over 10,000,000 superficial feet. The above showing indicates an active market for timber and lumber during the summer, especially in hardwoods. The exports through this port now embrace large shipments of hardwoods from Chattanooga, Tenn., and from Arkansas via the Mobile & Birmingham Railroad, and these shipments, from the present advices, bid fair to be of considerable volume in the near future. The timber market is steady at 101/2 cents for sawn and 10 to 12 cents for hewn timber, while the demand for lumber is active, with prices much firmer for all desirable grades.

Beaumont.

[From our own Correspondent.] Beaumont, Texas, June 6.

Lumbermen are in much better spirits over the business outlook. There was no expectation of a sudden increase, as business at this season is never rushing, but they are pleased at the returns received from their revised lists. The mills along the line have sent out new schedules at advanced prices. Orders have been received in about the same volume on revised prices as before the advance was made, and in some cases considerable increase in demand is shown on grades which have had the greatest increment.

The export trade is again assuming prominent activity. A number of large schedules have been submitted to the mills recently and figures made thereon which will probably result in landing several large bills.

The Sabine Improvement Co. has announced that it will soon begin work on another new slip, which will cost about \$60,000 to \$70,000. The plans call for a basin extending into the land 200 feet and having a length of 1,000,000 feet.

There has also been an active building movement at the Pass, and contracts are now being submitted for several more large buildings.

The steamship Pedro, which will carry out about 2,000,000 feet of lumber, has arrived at quarantine at Sabine Pass.

Five vessels cleared from Sabine Pass during the past week.

Lumber Notes.

The planer of the Campbell Lumber Co., near Conroe, La., with 70,000 feet of lumber, was destroyed by fire on the 2d inst. The loss is estimated at \$5000, with a small insurance.

The Norwegian bark Meran was loading on the 5th inst. at Scranton, Miss., for Port Natal, South Africa, with a part cargo of mixed lumber. She will finish loading at Horn Island.

The lumber and crosstie business at and around Thermal City, N. C., is now quite active, and the Belk Lumber Co., Conquest Bros. and J. K. Carpenter, in their enterprise, are attaining most satisfactory results.

The Harriman Hoe & Tool Co., of Harriman, Tenn., has purchased the old nall-machine plant building at Bridgeport,

Ala., and will start the manufacture of handles for their plant at Harriman as soon as the machinery can be put in order.

Articles of incorporation of the Clay City Lumber & Stave Co. were filed at Winchester, Ky., last week. The company has purchased the Kentucky Union saw and planing-mill plant, at Clay City, and the plant of the Kentucky Tie & Stave Co.

A fire broke out in the drying kilns of the Woodworth Lumber Co., near Monroe, La., on the 3d inst. and destroyed twenty-four dry-kilns, a half mile of tramway and over 600,000 feet of lumber. The loss is estimated at \$10,000, with no insurance.

The recent contract for furnishing the mill work, mahogany desks, etc., for the new government building at Little Rock, Ark., was awarded to the Little Rock Woodworking Co., of that city, and not to the Arkansas Woodworking Co., as previously reported.

Shipments of lumber and timber from the port of Darien, Ga., last week aggregated 2,097,490 feet, valued at \$21,250. During the month of May the shipments coastwise and foreign amounted to 13,422,166 feet of hewn and sawn timber and lumber, valued at \$138,506.

The receipts of building material at New Orleans for the week ending the 3d inst. were as follows: Lumber 1,463,000 feet, shingles 236,000, laths 25,000, oak staves 82,600, and cypress staves 34,000. The receipts of lumber for the season amounted to 58,601,000 feet, against 76,408,128 feet last year.

The land department of the Florida East Coast Railway and of the Florida East Coast Line Transportation & Canal Co. have sold to the Builders' Supply Co., of St. Augustine, Fla., 17,000 acres of timber lands in St. John's county. The Builders' Supply Co. will manufacture lumber, shingles, etc., at its mill in St. Augustine, and propose building a railroad to and from the timber land and mill.

It is stated that D. C. Fitch, of Louisiana, and H. B. Evans and George W. Hubbell, of Macon, Ga., have applied for a charter for the Macon Manufacturing Co., with a capital stock of \$20,000. The company proposes to manufacture hubs, spokes, wheels, helves and other like products. With a wealth of hardwood timber along the Ocmulgee from Macon to the Altamaha, there is abundant material for all the products it proposes to manufacture.

The shipments of lumber and timber from the port of Sabine Pass, Texas, from January 1, 1897, to May 31 aggregated 25,616,183 feet, which is 4,500,000 in excess of the total exports for 1895, and within a little more than 3,000,000 feet of the total exports for 1896. On the 3d inst. there were ten vessels in port, which will put to sea with nearly 9,000,000 feet of lumber and timber. A large number of vessels are chartered to load forest products due to arrive in port about the 20th of current month.

The Senate committee on finance, at Washington, D. C., last week, decided to recommend several minor amendments in the wood schedule of the tariff bill. Among the most important are the following: Increasing the rate on hewn timber and round timber, used for spars, from one cent to one and a-half cents per cubic foot; withdrawing the amendment striking out the House duty on kindling wood; increasing the rate on laths from fifteen to twenty-five cents per 1000; restoring the House rate of thirty cents per 1000 on shingles. No change was made in the rate of \$2 per 1000 feet on sawed lumber.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Textiles in Chattanooga.

Mr. Garnett Andrews, Jr., of the Chattanooga Knitting Co., is one of the Southern textile manufacturers who has made a study of the Southern States with a view of ascertaining their advantages for this branch of industry. In a recent interview he is quoted as saying that Chattanooga affords as many inducements for textile work as any other city in the country, with one or two exceptions. To quote his language:

"I regard this city as good a locality, with one or two exceptions, as any place in the United States. We have here as intelligent and capable a class of hands as can be found anywhere. Since starting our mill we have in the seven months we have been in operation turned away over 1700 girls and women who have applied to us for positions. Our foreman, a most capable Eastern man of twentyseven years' experience, tells me that our hands are just as quick and as competent as any he has ever worked in his life. We are not troubled by strikes, and the women seem to take pride and are exceedingly ambitious to excel in their work.

"Our rates of freight on raw material are, of course, lower than to the Eastern mills, and whenever we begin to take advantage of our river we will then be even better favored than almost any locality. We are in equally easy reach of all the big markets, like New York, Philadelphia, New Orleans, Chicago, St. Louis and Cincinnati, besides the Southwest is one of the best in the entire country. The raw material, cotton, is at our very doors.

"Climate also plays quite a part in cotton manufacturing, for in some mills they have to produce by artificial means the degree of humidity that we naturally possess in order to obtain the best results in spinning.

"Recently so many knitting mills have started up in the South that I believe a hosiery-yarn mill would succeed as well as anything else. It is as staple as anything else, and since the recent heavy smash in the East yarns have advanced considerably and we experience some difficulty in getting prompt shipments.

"Southern mills have paid large dividends when well managed, but as competition increases the dividends will be cut down from their former figure of 30 per cent. per annum, but even then they should be able to make good profits for the investors."

Textile Notes.

It is stated that Mr. W. A. Watson, of Lexington, N. C., will erect a cotton mill, and is now arranging for the letting of contracts for the buildings.

The shipments of lumber from Charleston, S. C., last week were reported as follows: For Boston schooner S. G. Hart with 450,000 feet; schooner Horatio L. Baker with 624,000 feet, and by steamer 33,000 feet. For New York schooner Clara E. Bergen with 384,000 feet, and by steamers 178,000 feet. The schooner Agnes Manning cleared for Perth Amboy with 750,000 feet.

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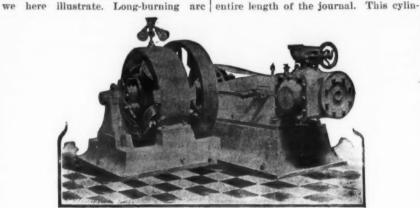
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MECHANICAL.

Direct-Connected Lighting Plant.

That the advantages of the 250-volt two-wire lighting system are being appreciated by the foremost engineers is shown by the increasing frequency with which they are specified and used. A recent example of this practice is found in the plant installed at Greenup, Ky., which is raised and lowered by a convenient crank-handle, an index on the side indicating the depth of same.

The cylinder, with journals, is a caststeel forging, and is provided with lips to prevent tearing out in planing crossgrained lumber. It is driven by two belts, and carries four knives. The journals of same are nine inches long and two inches diameter, and are provided with patent double caps, which give a full bearing the



250-LIGHT DIRECT-CONNECTED LIGHTING PLANT

lamps for street and commercial lighting | are used, operated two in series on the same circuits. A third wire is used for the street lamps, with a common return, so that the street lamps and commercial lighting may be independently controlled and motors furnish a profitable day load.

The generator is a Commercial directconnected to Chandler & Taylor automatic engine. The entire plant was installed by the Commercial Electric Co., of Indianapolis, Ind.

Double-Belted Surfacer.

This machine is one that is claimed to be a very desirable smoothing planer, which will work hard or soft wood perfectly.

der journal is not only turned, but is ground perfectly true on a universal grinding machine.

The pressure bars (one on each side of cylinder) are patented, and are placed exceptionally near the periphery of the cut. adjusting automatically to the inequalities in the surface of the lumber, enabling the operator to produce the very finest quality of work.

The feed works are driven from cylinder, and there are two rates of feed, as desired. The feed is stopped and started by an improved frictional belt-tightener, which acts on slack side of belt. The rolls are five inches diameter and are driven by unusually heavy gearing, which is so arranged to prevent any possibility

A New Belt Pulley.

In the illustration herewith we present a new method of constructing a belt pulley, its peculiar feature being that it is constructed entirely of mild sheet steel, no castings or forgings of any kind being used. The various parts of the pulley are cut from the material in sheet form, pressed into the required shapes and then assembled into the finished pulley, all being accomplished by machinery of a special design, which produces, without turning, boring, grinding or other machine work, and without hand labor, a true running pulley of perfect balance.

The high tensile strength of the steel used enables the construction of a pulley about one-third the weight of one made of cast iron and lighter in average weight than a wooden pulley.

The pulley shown in the cut is a split pulley, which may be clamped firmly on the shaft with sufficient compression to transmit as much power as is possible to carry with the heaviest belt practicable, but keys may be used when required in special cases.

In the manufacture of the pulley the rim is rolled at the outer edges, making them smooth and round. The middle portion of the rim is formed into a deep flange, which, with the rolled edges, makes the rim of a minimum thickness of metal and at the same time exceedingly strong. The double-spoke arms are stiffened by a deep corrugation through their entire length, making the spider of the pulley very strong and rigid. The inner ends of the spoke arms are shaped so as to form sections of the hub, and the hub clamps encircle the hub portion of the arms, binding them firmly to the hub shells which form the bearing for the pulley on the shaft, all being riveted strongly together.

By means of steel bushings the pulleys

probably not greatly increasing the uliimate strength of the steel, raises its elatic limit and thus increases the available or working strength.

Although this pulley has been in the market only about three months, it is attracting much attention throughout the country and Europe. Orders have been filed from every section of the country,

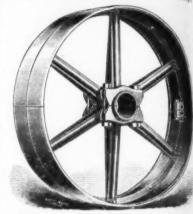


FIG. 1.-Complete Pulley, Side View

and shipments have been made as for West as California. Several shipment of round lots have been made to England recently.

The pulley is the invention of Mr. Thos. Corscaden, of New Britain, Conn. who has also developed special methods of manufacture, tools, etc., for its con struction. Patents in this and foreign



FIG. 2 .- One-half of Pulley, Showing Con struction.

countries have been issued, and other are now pending, all of which are the property of the American Pulley Co. Eighteenth and Hamilton streets, Philidelphia, Pa., which has fitted a factory with the machinery necessary to turn of these pulleys in large quantities and vari-

Mr. Geo. V. Cresson, who is at the head

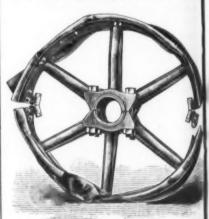
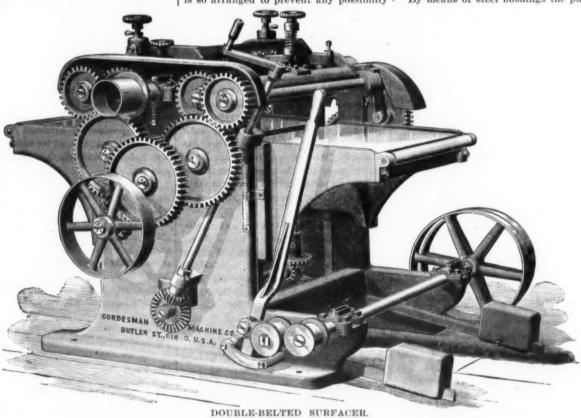


FIG. 3.-Pulley after Interviewing a Steam

of the Geo. V. Cresson Co., the well known manufacturer of machinery for transmission of power, is president this company; Mr. Henry Morris, secon tary, and Mr. Giles L. Reynolds, tres

If you wish to keep posted on the proress of the South, read the Manufacturer



spread base.

The bed is fitted to the machine in a most substantial manner. The bearings are on the outside of the frame, sixteen inches long and twenty-four inches apart, and are provided with adjustable gibs to take up the least wear. This method of construction secures perfect solidity at every point, and permits one to take the heaviest cuts and at the same time plane perfectly smooth and accurate. The bed cinnati, O.

The frame of the machine is massive of disconnecting when taking heavy cuts, are made interchangeable to fit different and very substantial, having a broad well- A sectional in-feeding roll will be fur- diameters of shafts. nished at extra cost, so material of unequal thickness can be planed same time.

The countershaft has three hangers, with patent non-dripping chain, self-oiling bearings and differential babbited loose pulley. Tight and loose pulleys are 12x 61/2 inches, and should make 800 revolutions.

For prices and other particulars address the Cordesman Machine Co., makers, Cin-

In addition to the lightness and perfect running balance of this pulley, one of the great merits claimed for it is that it is made throughout of a material of known strength, and is therefore not subject to the uncertainty which is unavoidable in the use of cast iron, and as variations in the quality and grain of the metal, blowholes, shrinkage strains, etc. The bending and compressing of the parts of the steel pulley during manufacture, while Record. Price \$4.00 a year. easing the ultiraises its elas es the available

11, 1897.

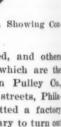
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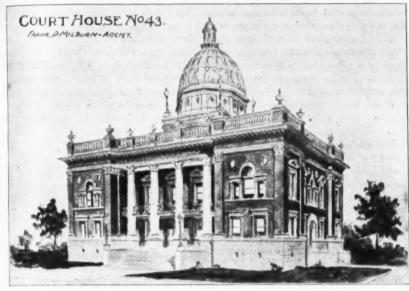
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New Courthouse for Brunswick, Ga.

It is a remarkable as well as a gratifying fact that the South is not only coming to the front as a manufacturing section, but it is a pleasure to note the decided improvement in the class of public buildings being erected in Southern cities. The building which we here illustrate is to be erected at Brunswick, Ga., one of the important seaports on the South

The commissioners of Glynn county advertised for plans for a \$40,000 courthouse, and after carefully examining those submitted by a number of architects, decided to accept the design of Mr. Frank P. Milburn, of Charlotte, N. C., as shown herewith. This structure will country.

ular field it will ever be excelled by any other system or method. The Pope Manufacturing Co., of Hartford, Conn., has been investigating the motor-carriage field since January, 1895. At first it confined its attention to gasoline motors, but finally concluded that not until after a long period of development could such motors be made safe or desirable for popular service. As a result of a long course of experiments the company has succeeded in producing an electric carriage which it believes to be perfectly adapted to the use for which it is designed, namely, service such as we have just referred to. It is not designed for long-distance travel, nor for touring through the



be 72x96 feet in dimension, Corinthian in style, with foundation and approaches of South Carolina granite, outside walls of gray-colored pressed brick to match granite, with terra-cotta trimmings. The main front will have four large columns. There will be a well-proportioned dome 100 feet high, and the interior will be finished in Old English oak, marble floors, steel ceilings, steam-heating plants, opera chairs, etc.

The Columbia Motor Carriage.

Perhaps there is nothing just now which presents a more interesting field for study and investigation than the general subject of autamobilism.

Assuming that horseless carriages will be a necessity of the future, many expert mechanics have for a good while devoted hard thought and work to determining what may be the best motive power applicable to the requirements of vehicles

As for electricity. The action of the electric carriage is comparatively noiseless; it carries no danger of explosion or fire, and all knowledge necessary to its perfect control under any circumstances can be gained in a half-hour's time. It is odorless, smokeless, cleanly, and the occupants are in every sense as comfortably placed as they would be in a firstclass carriage of the ordinary type. Set over against these manifest advantages is the one disadvantage that the battery cannot be taken more than so far away from the base of supplies-the electric circuit. The process of charging is very simple, but requires a direct current circuit such as is used for electric lighting and power. When charged the carriage is good for so many miles, and, until the store is exhausted, it requires a good deal less attention than is necessary in handling an ordinary carriage and horse. The electric motor is splendidly adapted for use in and about cities and parks and on suburban roads and drives. It seems ex-

The Columbia electric carriage has a motor, with a normal capacity of slightly over two horse-power, which will respond to a demand for more than double this capacity when called upon to do so. The carriage is geared for a maximum speed of between fourteen and fifteen miles an hour on good roads. There are three lesser speeds indicated by "notches" after the manner of the ordinary trolley-car controller. Power is applied by means of a vertical hand lever, which is pushed forward. Reversing is effected by depressing a lever with the heel of the left foot, which is automatically released when the power is shut off. There is a powerful foot brake, which can be instantly applied, and which is sufficient to bring the carriage to a standstill on a steep grade. A metre is provided, which shows at any time to what extent the batteries are exhausted, so that there is no danger of being caught too far from home without sufficient power to return. When leaving the carriage standing in the street or elsewhere it may be "hitched" by taking out the emergency plug, which is of vest-pocket size. The connection is thus broken and the carriage cannot be moved again by its own power until the plug is replaced. The wheels were designed by the company especially to meet the objections developed in other types, and are based upon the plan of bicycle wheels. They are fitted with ball bearings, which are also used about the carriage wherever of possible advantage. The tires are three-inch pneumatic single tubes of especially durable construction and practically nonpuncturable. They do not require pumping oftener than once a month. On the experimental carriage which the company has been operating for the past year a set of these tires covered 2300 miles without apparent deterioration.

It is worthy of note that not once during its entire year of use in all seasons and all weathers was the experimental carriage in a single instance returned to tremely doubtful whether in this partic- | the factory except by its own power. Be-

yond oiling, cleaning and charging, the carriage requires practically no attention. The charging is in itself a matter of extreme simplicity. It is only necessary that connection be made with an ordinary city lighting circuit by means of a switchboard placed in the carriage-room. After connecting with the wires, the battery may be left to take care of itself, as the loading process ceases automatically when complete. Everything about the carriage is made on a bicycle basis, each detail of construction being worked out to provide the greatest strength with the least sacrifice of lightness and elegance. The carriages are finished and upholstered in the best and most expensive

Any further particulars desired can be obtained by addressing the manufac-

Birmingham's Big Print-Cloth Mill.

Complete arrangements ensuring the erection and completion of the Avondale Mills at Birmingham, Ala., having been made, the illustration of the mill, which we here present, is of interest. The plant will be located just outside the city limits, and between it and its suburb, Avondale. The site is about one and one-half miles from the centre of the city. and has track connections with the Southern and Louisville & Nashville railroads. The company organized with a subscribed capital of \$500,000, and will manufacture standard print cloth. Every effort will be made to make the plant a perfect one, both as regards buildings and equipment. The plant will be built according to plans of Messrs. W. B. Smith Whaley & Co., engineers, of Columbia, S. C., and will contain 1000 printcloth looms and 34,000 spindles. The mill will be under the management of Mr. David Trainer, formerly of Chester, Pa. B. B. Comer, of Birmingham, is president. The main building will be

TRADE NOTES.

New Selling Agents.-After August 1 Messrs. Sargeant & Lundy, of Nos. 13 and 15 Monadnock Block, Chicago, Ill.; will act as selling agents for Chicago and the Western States of the C & C Electric Co., No. 143 Liberty street, New York.

Change of Address.-Attention is called to the fact that the Westinghouse Electric & Manufacturing Co., of Pittsburg, Pa., has removed the offices of its Buffalo (N. Y.) agency from the Erie County Bank building to the Guarantee Building, Room 1130.

Government Order for Machinery .- The Davis & Egan Machine Tool Co., of Cincinnati, O., has just received a large order from the government for lathes, shapers, drill presses, etc., to be used on the United States dredge-boats in the Mississippi river.

Belting .- "The Man Who Runs the Saw Mills" is the name given to a small pamphlet issued by Messrs. I. B. Williams & Sons, of Dover, N. H. The pamphlet is replete with information concerning leather belting and its adaptability to saw-mill uses, and is well worth sending for.

They Want a Cotton Mill.—The business men of Monroe, La., have organized the Monroe Business League, for the purpose of advancing the interests of the city and locating manufacturing enterprises of different kinds. The League is desirous of having a cotton mill located, and will endeavor to interest capitalists in such a venture. Officers of the Monroe Business League: Dr. T. O. Brewer, president; W. B. Relly, vice-president; R. A. Shotwell, secretary, and I. Sugar, treasurer.

Belting .- Messrs. I. B. Williams & Sons, Dover, N. H., manufacture and carry a full stock of solid round belting, made of the best white oak tanned leather. They warrant it to be smooth, round and of full size; for quality and workmanship unexcelled, and would be pleased to quote prices and send samples.

Bright Outlook .- The Empire Paint & Roofing Co., of Philadelphia, Pa., writes "that the outlook for future business is very bright, especially through the South." Having supplied some of the largest concerns in the past with its gutta percha roofing and Alcatraz asphalt paints, this company feels proud at the satisfaction elicited by their



BIRMINGHAM'S BIG PRINT-CLOTH MILL.

four stories high, 296 feet long and 127 use. Their roofing is adapted for all kinds feet wide, attached to which will be engine and boiler rooms of ample size. Coal can be had delivered for about eighty cents per ton, and the cotton market is

According to a dispatch from Birmingham, Ala., Congress has passed upon an appropriation of \$20,000 for a survey for the canal which it is proposed to build to connect Birmingham district, on the Warrior river. It is proposed to construct the canal from the mouth of Valley creek, on the river, to what is known as North Lake, about two miles from Birmingham. Hon. J. A. Van Hoose is one of the promoters of the

of building, is practically fire-proof and is not affected by acids, gases or sulphur fumes.

Recommending a Capstan.—The small steam capstan of the American Ship Wind-lass Co., of Providence, R. I., which was illustrated in last week's issue, is frequently highly recommended in the letters which the company receives from its customers. A letter dated May 20 from the Lineban Railway Transfer Co., of Dubuque, Iowa, says that it is "a big advantage to have the steam capstan on. It was the prompt and quick action of the capstan that helped our steamer to handle a barge 210 feet in length, twenty-four feet beam and seven feet hold against a current going down fourteen miles an hour. It is the most economical, simple and easily-started steam capstan we have ever used on any of our steamers, and would be a great advantage for light-draft steamers."

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COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

There is nothing of a noteworthy char-

New York, June 8.

acter to report concerning the situation in cotton oil at this writing, however much we may speculate on possibilities which the future may have in store. Prices of prime yellow are slightly easier than at last writing, while the export demand has dwindled to very insignificant proportions. Concerning the latter from 23 to 231/4 cents is bid for prime yellow, on which basis only is it possible to transact business. Everything considered, the prospect for improvement in the cottonoil market is cheerless, the developments in the market for competing products proving of a decidedly disappointing character. When it is recognized that upon these developments, with reference to lard and tallow, the volume of business which falls to the lot of the cotton-oil producer depends, it must be conceded that the outlook is not encouraging. Lard has declined again since our last, and it is predicted that it may drop to 3 cents, over-production being the prime cause of the weakness. Cotton-oil consumption for domestic purposes is, therefore, correspondingly restricted. July lard, Chicago, is quoted at 3.50 cents. Tallow is in a stronger position than a week ago, 3 to 31/4 cents being quoted. The future of this article presents a more favoring prospect for higher prices than lard. As the holdings of consumers abroad are rapidly diminishing, exporters feel that improved trading is only a question of a very short time. The demand for cotton oil for compound lard is of a nominal character, and brokers and cotton-oil men generally at this market are experiencing the slowest season in many years. Crude is a scarce commodity here, 20 cents being quoted. There are a few lots of offgrade on offer. Superior grades are quotably firm and scarce, although no active business is reported. The foregoing comprises all there is to say concerning the situation, whether with regard to the home or foreign demand. Total exports are 2750 barrels, the proportion purchased by France being less than for many months. The drop in cotton and linseed oils in England, the lowest recorded in the history of these products. has doubtless had considerable influence in checking the demand from France for American oil. Receipts aggregate 3250 barrels, the offerings from the South being limited. The following are closing prices: Crude, nominal, 20 cents; crude, loose, f. o. b. mills, 16 to 171/2 cents; prime summer yellow, 231/2 cents; summer, off-grade, 23 cents; yellow, butter grades, 26 to 27 cents; white, prime, 261/2 cents, and soap stock, % to %c. per

Cake and Meal.—The export demand continues fair for the season, while latest transatlantic reports indicate an improved demand. Firm prices are maintained at the leading distributing centres throughout the South. From New Orleans 1800 tons of cake and meal have been exported, chiefly to Liverpool; also 2000 bags cottonseed. Cake is quoted at this market nominally at \$19.50, jobbing, and linseed-oil cake 50 cents per ton less.

Cottonseed-Oil Notes.

The plant of the Chattanooga Cotton Oil Co., at Chattanooga, Tenn., was put in operation on Monday last to make a general absorption of the old cottonseed.

The work of construction on the new plant of the Roberts Cotton Oil Co., of Chattanooga, Tenn., at Kennett, Mo., has already commenced, and will be pushed vigorously to completion in order to commence operations by the time the cotton season opens.

Messrs. Fowler & McVitie, of Galveston, Texas, in their annual circular for 1896-97, report the exports of cottonseed products for the year as follows: Cake and meal exported by that firm, 59,801 tons, other shippers 74,152 tons, making a total for the year of 133,953 tons. The shipments of ixtle by Messrs. Fowler & McVitie amounted to 8253 bales, and of cottonseed oil, 11,428 barrels.

The market in New Orleans for cottonseed products is quiet and steady, with rates unchanged; prime crude oil in bulk 17 to 18 cents; prime summer yellow in barrels 221/2 cents; meal and cake \$18.25 to \$18.50 per short ton and \$20 to \$21 per long ton for export. Receivers' prices were quoted as follows: Cottonseed \$8 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing per carload at depot \$18.25 per short ton of 2000 pounds: for export per long ton of 2240 f. o. b. \$19.25 to \$19.50 for current month; oilcake for export \$19.25 to \$19.50 per long ton f. o. b. Crude cottonseed oil (at wholesale or for shipment), strictly prime in barrels per gallon 17 to 171/2 cents; loose per gallon 151/2 to 16 cents, according to location of mill; refined cottonseed oil, prime, in barrels, per gallon, at wholesale or for shipment, 221/2 cents; cottonseed hulls delivered, per 100 pounds (according to location of mill), 10 to 15 cents: linters, according to style and staple, A'3% cents, B 3% cents, C 2% to 3 cents; ashes, none.

Minerals of the United States.

The mineral production of the United States for 1896, according to the Engineering and Mining Journal, shows a decrease as compared with the previous year in iron ore and pig iron. On the other hand, there was a very large increase in the production of gold, as well as copper, the coal output showing a little change. From the tabulated statement which has been compiled it is shown that the total value of the results of the mineral industry in this country was \$751,732,782, a decrease of about \$19,000,000 as compared with the previous year. This value consisted of \$495,-747,553 worth of non-metallic products, \$255,985,229 worth of metallic products. The decrease in the production of iron ore was from 15,988,000 long tons in 1895 to 14,650,000 in 1896. The decrease in pig iron was from 9,446,308 long tons in 1895 to 8,623,127 in 1896, or 8.8 per cent. The decrease in the total coal production was 1,922,167 tons, or 1 per cent. During the year coal sold at the lowest price which has ever been accepted. The coke production was 10.357,000 short tons, a decrease of 17.1 per cent. from 1895. The sulphur mines in Utah and Louisiana are reported as producing 2800 tons in all during the year.

The Charleston Transport Line.

The general agency in Charleston, S. C., for the new Charleston Transport Line, recently announced, has been undertaken by Messrs. Street Bros., of that city. The business of this firm as steamship agents, charterers and brokers has been merged in the new corporation, whose purpose is the conduction of a general chartering, steamship agency and loading brokerage business, and will operate in connection with the South Carolina & Georgia Railroad and other roads.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record, Baltimore, Md., June 10.

The phosphate market still continues dull, with a light volume of trade, and no indications of an early improvement. Manufacturers are not buying in large lots, but only taking what they really need for present wants. The tone of trade at producing points is better, especially in South Carolina. Two large vessels have recently been chartered to take cargoes of rock for Yokohama from Coosaw, and the domestic demand is improving. Miners are now working with more energy, and the output for this month has been increased. In Florida shipments from the ports continue active, and in mining sections of the State work is being pushed with considerable vigor. There is also considerable business in the Tennessee phosphate field, several large shipments being reported from Pensacola and other points. In the local market there is very little doing in phosphate charters, and rates are nominally unchanged. The general freight market in New York is quiet, with a moderate demand for tonnage and rates nominally unchanged. Among the charters reported last week were the following: A British ship, 1852 tons, from Coosaw, S. C., to Yokohama with phosphate rock at 30/; Belgian steamer Sagamore, 1801 tons, from Fernandina to the United Kingdom with phosphate rock on private terms; British steamer Gallina, 1135 tons, from Tampa to Harburg with phosphate rock at 16/, June; a schooner, 439 tons, from Nevassa to Cartaret with phosphate rock at \$2, and schooner Addie B. Bacon, 371 tons, from Charleston, S. C., to Philadelphia with phosphate rock on private terms, coal out on private terms.

Fertilizer Ingredients.

The movement in ammoniates for the week has been very light, and the market quiet, with no urgent inquiry from any source. Eastern buyers are purchasing more freely, and the demand during the week from that section has been fair. There is very little inquiry from Southern buyers, as usual at this period of the season. In the West there is a fair movement, stocks are reported light and the market for blood and tankage is firm.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).	\$2	30	@ 2 321
Nitrate of soda	1	85	@ 1 90
Blood	1	60	@
Hoof meal	1	50	a
Azotine (beef)	1	55	@
Azotine (pork)	1	60	@
Tankage (concentrated)	1	50	<u>a</u>
Tankage (9 and 20)	1	50	and 10
Tankage (7 and 30)	14	00	@ 15 00
Fish (dry)	17	50	@ 18 00
Fish (acld)	10	00	@

Phosphate and Fertilizer Notes.

The British steamship Caperon cleared from Brunswick, Ga., last week with 2000 tons of phosphate rock and other cargo for Rotterdam.

The British steamship Brookside cleared from Savannah last week with 961 tons of phosphate rock, and the steamship Lowlands for Cette with 2300 tons, shipped by Strachan & Co.

It is stated that the Consolidated Phosphate Co.'s plant at Dunnellon has been shut down for some time, and the Florida Syndicate Phosphate Works, at the same point, received orders last week to discontinue operations for the present.

Messrs. J. M. Lang & Co., of Savannah, Ga., report the following phosphate shipments from that port for the month of May: Steamship Osborn for Bremen with 2020 tons; steamship Tropea for Hamburg with 1296 tons, and steamship Aden for Rotterdam with 3875 tons, ship-

ped by A. Newman, making a total of 7191 tons; previously since the 1st of January, 22,699 tons, making a grand total to June 1 of 29,890 tons.

The barkentine Bruce Hawkins cleared from Charleston, S. C., last week for Weymouth, Mass., with 900 tons of phosphate rock. The total exports of phosphate rock from Charleston from September 1, 1896, to June 4, inclusive, amounted to 71,440 tons, against 92,388 tons for corresponding period last year.

The phosphate shipments from the port of Punta Gorda, as reported by Mr. Al. bert F. Dewey, of the Charlotte Harbor Lighterage & Stevedore Co., for the month of May are as follows: Schooner Senator Sullivan for Wilmington, N. C., with 1076 tons; steamship Paulina for Birkenhead with 2600 tons; steamship Ida for King's Lynn with 2534 tons; steamship John Morrison for Muhlgraben with 2500 tons, and schooner Charles L. Davenport for Baltimore, Md., with 1542 tons, making a total of 10,252 tons; previous ly reported for the current year, 34,813 tons, making a grand total to June 1 of 45,065 tons shipped by the Peace River Phosphate Mining Co.

The shipments of phosphate rock from the port of Fernandina, Fla., during the month of May amounted to 27,831 tons: previous shipments from January 1 to April 31 amounted to 55,742 tons, making a total to June 1 of 83,573 tons. It is stated that the shipments of rock from Fernandina this year promises to exceed those of 1896 by about 30,000 or 40,000 tons. Phosphate rock is being received at the above port in large quantities, and about every track in the yard is crowded to its utmost capacity. The following companies have chartered vessels for June: A. Newman, steamship Darlington and steamer not named; A. Trubenbach, steamships Wolverton, Baron Elibank and Baron Belhaven: Dutton Phosphate Co., steamship Caxo; J. H. Packard, steamship Lief Erickson; Netherlands Phosphate Co., steamship Dora; H. A. Ford, steamer, not named.

Lowell Textile School.

The first term of the Lowell (Mass.) Textile school closed on June 3. The ranks of the students averaged high, in several instances being 100 per cent. The several branches of subjects considered are cotton picking, carding, spinning and twisting, warp preparation and weaving, textile designing and experimental work on hand looms. To the latter department has been added a special class for women, and the attendance was good throughout the whole term.

Excellent work has been done in the cotton picking, carding and spinning, warp preparation and weaving department under Professor Brooks, the director. The greater proportion of the students have passed the final examinations and have entered for next fall term, in addition to a large number of new students, including a number from the South.

A dispatch from Dallas, Texas, announces that C. H. Alexander and I. G. Randle have purchased the property of the Dallas Consolidated Railroad Co. This is the largest street railway system in that city, and comprises about thirteen miles of line.

According to a dispatch from Rome, Ga., an effort is to be made in the near future to reorganize the Chattanooga, Rome & Columbus Railroad Co. This line is at present controlled principally by New York parties, represented by Messrs. Simon Borg & Co., bankers of that city.

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CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to yourd against errors.

ALABAMA.

Anniston. — The Anniston Cordage Co. will hold a meeting on Tuesday, June 15, to consider the increase of its capital stock.

Birmingham — Industrial Plant. — Carl Schneider, of Germany, is investigating with a view of establishing a large industrial plant in Birmingham, in which Europeans will be largely interested. Letters can be addressed to Mr. Schneider, care of Maclin Sloss, Birmingham.

Bridgeport—Handle Factory.—The Harriman Hoe & Tool Co., of Harriman, Tenn., has purchased building in Bridgeport, and will put in machinery for the manufacture of handles.

Ensley—Coke Ovens.—The Semet-Solvey Co., of Syracuse, N. Y., will erect at Ensley City, in connection with the works of the Tennessee Coal, Iron & Railway Co., sixty by-product coke ovens. The plant will cost about \$200,000, and will produce about 200 tons of coke per day, besides proportionate quantities of tar, ammonia, pure gas and other products. The work so far as possible will be given to contractors in the neighborhood of Birmingham. R. M. Atwater, secretary, Box 1-2, Syracuse, N. Y., can be addressed for particulars.

Ensley City—By-product of Coke Plant,—The Tennessee Coal, Iron & Railroad Co. (office, Birmingham, Ala.) has signed contracts with the Semet-Solway Co., of Syracuse, N. Y., for coal for a term of years. This contract about insures the erection of a plant to cost about \$600,000 for the utilization and manufacture of ammonia, coal, tar, etc., from the by-product of coke ovens. The Tennessee Company will also construct additional coke ovens at Ensley City to increase its capacity.

Mobile—Cotton Mill.—Dion Geraldine, G. G. Benedict, J. F. Keeney and others, of Chicago, Ill., have, it is stated, purchased 40,000 acres of land in Mobile, and will erect a cotton mill.

ARKANSAS.

Harrison — Supply Company.—Chartered: The Harrison Supply Co., by H. D. Glass, J. D. Campbell, Kirtis Whalen and others.

Little Rock—Brick Works.—The Little Rock Brick Works has been incorporated by George A. Leiper (president), S. G. Apperson and E. W. Kimball. The capital stock is \$30,000.

Sedgewick — Lumber Mill. — The Kansas City & Southern Lumber Co. contemplates putting in machinery for the manufacture of oak insulator pins and brackets and cross-arms.*

FLORIDA

Starke—Electric-light Plant.—An electriclight plant will, it is reported, be erected. Address the mayor.

GEORGIA.

Brunswick — Telephone Exchange. — The Southern Telephone & Telegraph Co., of Valdosta, Ga., has received franchise from the city council for the establishment of an exchange in Brunswick.

Cartersville—Gas Plant.—The city will establish a complete gas plant for supplying gas for light, heat and power. For information as to plans and specifications apply to A. B. Cunyus, Chamber of Commerce.*

Columbus—Clothing Factory.—The Georgia Manufacturing Co. has purchased site on which it will erect a clothing manufactory. The buildings to include, in addition to the factory proper, which will be 100x200 feet, and contain all of the latest-improved machinery for the proper handling of its products, a two-story building 50x250 feet, to be used as sales and office building; also a boiler plant, to which the company will have attached its own electric-light plant. The entire plant to be equipped throughout with automatic sprinklers, standard firedoors and shutters, etc.

Fort Valley—Fruit-package Plant.—The Georgia Fruit Package Co. contemplates putting in a \$10,000 or \$12,000 plant, but as yet has not decided on location.

Louvale—Creamery.—W. H. Tatum is establishing a butter and cheese factory.*

Macon — Woodworking Factory. — D. C. Fitch, of Louisiana; H. B. Evans and Geo. W. Hubbell, of Macon, have incorporated the Macon Manufacturing Co., with a capital stock of \$20,000, for the manufacture of all articles of woodwork.

Macon-Water-works improvement. — An order has been granted authorizing T. D. Tinsley, of the Macon Gas Light & Water Co., to purchase and lay larger water mains, and to erect a permanent pumping station on property recently purchased by the company.

Marietta—Cotton Mill.—It is reported that Eastern capitalists will erect a 5000-spindle cotton mill in Marietta, provided the citizens will purchase bonds to the amount of \$25,000. The secretary Board of Trade can probably give information.

Rome—Bauxite Plant.—The New York parties who recently contracted for the erection of a bauxite plant at Rome, have incorporated the American Bauxite Co., with a capital stock of \$100,000, for the development of their property. Among the incorporators are J. N. Terry and Joseph Rudd, of Utica, N. Y., and H. L. Selleck, of New York city.

Savannah--Water Works.—Engineer T. T. Johnson, of Chicago, Ill., after investigations, recommends a flush pipe from the works to restore the original flow of the wells. If a supply of 10,000,000 to 15,000,000 gallons per day is wanted, it can be obtained at a cost of \$10,000 to \$14,500 for an air-lift system. Either that or new wells can be bored. For further information address the mayor.

Savannah—Telephone System.—The Waycross Telephone Co., of Way-cross, Ga., has petitioned the city council for franchise to construct long-distance telephone system in Savannah.

KENTUCKY.

Louisville—Water Works.—The Louisville Water Co. is investigating with a view of equipping its plant with filters for filtering 20,000,000 gallons. Address Chas. Hermany, superintendent and chief engineer.

Owensboro—Woolen Mills.—L. P. Birk and H. B. Phillips have purchased the Owensboro (Ky.) Woolen Mills for \$35,000 and put same in operation, including the manufacture of pants.

LOUISIANA.

St. Martinsville—Bridge.—The city will build an iron bridge across Bayou Teche at St. Martinsville shortly. Address for further information Albert Bienvenu.

MARYLAND.

Baltimore — Bridges. — The Baltimore & Ohio Raliroad Co. will construct three new bridges at a cost of about \$80,000. Address W. T. Manning, chief engineer, Baltimore, Md.

Baltimore—Fertilizer Factory.—William H. Grafilin, G. S. Griffith, James S. Woodside and others have incorporated the Lazaretto Guano Co., with a capital stock of \$300,000, for the manufacture of fertilizers.

Baltimore—Land Company.—The Stevenson Co., of Baltimore, has been incorporated for the purpose of dealing in lands by Edward Stabler, Jr., William Hall Harris, John Gill and others; capital stock, \$30,000.

Baltimore — Publishing Company.—Chartered: The Baltimore Polish Publishing Co., by Sigmund Stephen, Albert Bielanski, Joseph Sibiski and others, with a capital stock of \$1000; purpose, to publish a paper in the Polish language.

Baltimore — Water-works Improvement.— At a recent meeting of the water board it was decided to replace the smaller pump at Lake Roland by a 10,000,000-gallon pump, work to begin on same at once. Address secretary water board.

Berwyn--Hothouse.-George P. Bewley will erect a hothouse 18x100 feet.*

Havre de Grace — Textile Works. — The Gambrill Textile Works have in course of erection two additional buildings, one 36x48 feet, to be used as a stockhouse; the other, 40x136 feet, to be used as a dyehouse.

Owings Mills—Power-house,—The Pikesville, Reisterstown & Emory Grove Railroad Co. is constructing a new addition to its electric plant at Owings Mills; the building will be one story high, of red brick, and will contain an engine of 500 horse-power; office in Equitable Building, Baltimore.

Washington, D. C.—Land Improvement.— A syndicate of Philadelphia capitalists, represented by John Rockey and Gustav Stahl, has purchased Somerset Heights, a tract of land containing 132 acres, for \$66,000, and intend to improve the property by the erection of detached houses, etc. For further information address either John E. Beall or Ralph Walsh, Washington, D. C.

MISSISSIPPI.

Grenada — Land Improvement. — F. N. Hartshorn, J. E. Hughes, J. D. Gibbs and others have incorporated the Gibbs Acid Spring & Land Co., for the purpose of operating the mineral springs in the county of Grenada, land improvement, etc., the capital stock to be \$50,000.

Greenwood—Water Works.—C. E. Wright, of the Citizens' Ice, Coal & Electric Light Co., has received franchise from the city council for the construction of water works. Contract for standpipe (120 feet high), laying mains, etc., will be shortly let.

Harperville-Corn Mill.-G. A. McIlhenny will establish a corn mill.*

Magnolia—Water Works and Electric-light Plant.—Franchise for the erection of the electric-light plant and construction of water works has been granted to the Magnolia Gas & Light Co.

Summit—Water Works.—The officials of the city are making arrangements for the construction of the water works, for which a bond issue was recently voted. Address J. B. Holden, mayor.

MISSOURI.

Houstonia-Flour Mill .- A flour mill, with a daily capacity 150 barrels, will be erected.

Kansas City—Coal and Mining Company.— The Empire Coal & Mining Co. has been chartered by D. W. and John Ogden and Fred. Wild, Sr.; capital stock, \$2500.

Kansas City-Real-estate Company.—The Women's Real Estate Co. has been chartered, with a capital stock of \$11,000, by Emile T. Twiss, Elizabeth M. Taylor and others.

Kansas City-Grain Company.—Chartered, the W. S. Mitchell Grain Co., by H. F. Hall, J. A. Robinson and W. S. Mitchell; capital stock \$75,000.

St. Louis—Machinery and Specialty Manufacturing Company.—The Eureka Machinery & Specialties Manufacturing Co. has been

incorporated by J. J. Reifgraber and E. H. Vortriede, with a capital stock of \$25,000.

Rich Hill—Lumber Company.—The J. F. Boyd Lumber Co. and the Logan & Moore Lumber Co. have consolidated and incorporated as the Logan-Moore-Boyd Lumber Co., with J. F. Boyd, president; J. P. Edwards, vice-president; George E. Logan, secretary, and Benj. F. Moore, general manager. The capital stock is \$75,000.

Sedalia—Ice Plant.—The William J. Lemp Brewing Co., of St. Louis, has purchased site for \$6500, on which it will erect a large lee-manufacturing plant.

St. Louis—Manufacturing Company.—Chartered: The Mannewall-McGilley Manufacturing Co., by George Mannewell, J. E. McGilley and A. G. Williams; capital stock, \$6000.

St. Joseph—Gas Plant.—The St. Joseph Gas Co. has been incorporated by Thos. J. Chew, Jr., Chas. A. Pheiffer, Milton Tootle, Jr., and others for the purpose of manufacturing gas, coke, tar, ammonia and other products of that nature; capital stock, \$2000.

St. Louis — Supply Company.—Chartered: The E. L. Lindley Supply Co., by E. L. Lindley, R. W. Green and A. F. Zelt; capital stock, \$100,000.

St. Louis—Construction and Supply Company.—The Wrisberg Construction & Supply Co. has been incorporated by W. C. Wrisberg, George Schneider and W. E. Wrisberg, with a capital stock of \$4000.

St. Louis--Manufacturing Company.—The Pauley Jail Building & Manufacturing Co. will increase its capital stock from \$150,000 to \$300,000.

NORTH CAROLINA.

Blowing Rock—Electric-light Plant.—The organization of the Morganton & Blowing Rock Electric & Improvement Co. is contemplated for the erection of an electric-light plant, among other improvements. Address T. K. Bruner, Morganton, N. C.

Blue Wing-Cotton Mill.—The erection of a cotton mill is contemplated. W. Raker can probably give information.

Blue Wing—Machine Shops and Wire-nall Mill.—Pennsylvania parties will remove their machine shops to Blue Wing, and will erect a wire-nail mill, with 200 kegs capacity per day. W. Raker can probably give information.

Charlotte — Tobacco Factory. — C. C. Mc-Carty, of Asheville, will remove his tobacco factory to Charlotte.

Lexington—Cotton Mill.—W. A. Watson will shortly commence the erection of a cotton mill.

Randleman—Flour Mill.—T. C. Walker and W. J. Glass are erecting a flour mill.

Randleman—Pipe Factory.—B. B. Walker, J. J. Newlin and others will erect a corncob pipe factory.

SOUTH CAROLINA.

Abbeville — Cotton Mill. — The Abbeville Cotton Mill is reported as to put in 8000 additional spindles.

Columbia—Stationery Company.—The Columbia Stationery Co. has been incorporated by A. R. Stewart and J. Wilson, with a capital stock of \$5000.

Easley—Electric-light Plant.—The Easiey Oil Mill will put in a small electric-light plant. Address B. C. Johnson, superintendent.*

Easley—Knitting Mill.—H. E. Russell is interested in the establishment of a knitting mill.*

Union-Dye Plant.-The Excelsior Knitting Mills will put in a plant for dyeing hosiery.*

TENNESSEE.

Benton — Telephone System.—The East Tennessee Telephone Co., Chattanoogs, will construct a telephone system at Benton.

Bristol—Water Works.—The city council is considering the advisability of improving the water-works system. Address the mayor.

Chattanooga—Knitting Mills.—The Chattanooga Knitting Mills is enlarging its plant, and has recently begun the manufacture of fancy silk, woolen, cotton and lisle-thread hosiery.

Chattanooga — Implement Works. — The Southern Queen Manufacturing Co. and the Chattanooga Implement Works, at East Chattanooga, have consolidated, with T. A. Snow, president; C. A. Willard, vice-president; L. W. Llewellyn, secretary and treasurer, and E. H. Sholar, general manager.

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The company will operate under the name of the Chattanocga Implement & Manufacturing Co.

Chattanooga—Pants, etc., Factory.—The Hanna Manufacturing Co., recently incorporated by J. W. McCallum, R. H. Hanna and others for the manufacture of overalls, pants, shirts, etc., will increase the capacity of its plant.

Dayton—Machine Works.—A factory will probably be erected for the manufacture of the patent electrical dental engine of W. E. Wheeler.

Decherd—Novelty Works.—Fitzsimmons & Taylor are interested in the erection of a novelty works,

Hill City-Water Works.—The construction of a system of water works at a cost of \$25,000 is talked of. For further information address H. C. Beck, of the Chattanooga Co., Limited, Chattanooga, Tenn.

Jellico—Coal Mines.—Powell Wooldridge, of Louisville, Ky., has purchased the mines of the Falls Branch Jellico Coal Co. at Oswego for \$11,120, and will make extensive improvements at same, including new electric machinery, etc. He will soon put the mines in active operation, employing several hundred miners at the start.

TEXAS.

Angleton—Bridge.—A bridge 303 feet long and fourteen feet wide will be constructed over Oyster creek, near Angleton. Bids are wanted. Address A. R. Masterson, county judge.*

Dallas-Mercantile Company.—Chartered: The Harry Bros. Co., by O. K. Harry, A. R. Scott and W. H. Chandler, with a capital stock of \$40,000.

Eagle Pass—Coal Mines.—J. B. Dibrell and M. Moshelm, of Seguin, and Louis F. Dolck, of Eagle Pass, have about completed arrangements for the extensive development of the Dolch coal mines.

Edua—Abstract Company.—The Jackson County Abstract Co. has been incorporated by C. T. Angle, J. M. Lee and others; capital stock, \$2500.

Fort Worth—Laundry Company.—The Acme Laundry & Supply Co. has been chartered by A. R. Mignon, J. B. Laneri and John Rochek, with a capital stock of \$5000.

Houston—Cigar Factory.—The Pasadena Cigar Co. will be chartered for the purpose of manufacturing cigars and smoking tobacco.

Nacogdoches—Cotton Compress.—The Nacogdoches Compress & Warehouse Co. has been incorporated, with E. X. Andem, of Shreveport, president; E. A. Blount, first vice-president, and B. S. Wettermark, secretary and treasurer, for the purpose of erecting a cotton compress. Capital stock is \$21,000.

Rockland — Iron Bridge.—The Texas & Louislana Bridge Co., recently reported as incorporated, intends to construct an iron wagon-bridge across the Sabine river between Rockland, Texas, and Logansport, La., the main span to be 150 feet long by fifty high, with wooden approaches sixteen or eighteen feet wide, the entire length to be about 730 feet. Bids will be wanted. Address B. F. Haynes, Logansport, La.*

Sabine Pass—Wharves and Slip.—Manager Osgood, of the Sabine Land & Improvement Co., will advertise for bids and let contract for a new slip and wharves; the new slip is to be 1000 feet long and about 200 feet wide.*

Woodstock—Bridge.—The board of supervisors of Shenandoah county have decided to build a bridge over the Shenandoah river near Edinburg, and have appropriated \$4500 for that purpose.

VIRGINIA.

Alexandria — Fertilizer Works. — Herbert Bryant will rebuild his fertilizer works, reported as burned.

Buena Vista-Flour Mill.-Hartwell, Glass & Bro. are erecting a new flour mill.

Lynchburg—Tobacco Company.—The Hancock-Moorman Tobacco Co. has been incorporated, with Wilbur L. Moorman, president; J. B. Jennings, secretary and treasurer, for the purpose of dealing in and conducting a general tobacco business. The capital stock is to be not less than \$50,000 nor more than \$100,000.

Petersburg — Furniture Company. — The Kent Furniture Co. has been incorporated, with E. C. Kent, president; E. C. Wilkinson, secretary, to deal in furniture; capital stock, \$10,000.

Ridgeway—Land Improvement.—The Phospho-Lithia Springs has been purchased by a stock company, who will develop and improve same as a summer resort. For further information address George O. Jones.

WEST VIRGINIA.

Bramwell—Powder Mill.—The operators of the Pocahontas Flat Top region are discussing the advisability of erecting a powder mill with a capacity of from 150 to 175 kegs per day. Address J. J. Tierney for further information.*

Charleston—Gold Mines.—Chartered, the Atlantic Gold Mining Co., by U. R. Andrews, A. T. Aldrich, L. E. Parsons and others, of Philadelphia, Pa.

Charleston — Mercantile Company.—Chartered: The Incandescent Petroleum Light Co., with a capital stock of \$100,000, by Arthur B. Frenzil, of New York, N. Y.; E. A. MacClean, of Glen Ridge, N. J.; F. N. Whitney, of Elizabeth, N. J., and others. The purpose of the company is to deal in lamps, burners, etc.

Grafton—Bridges.—The Baltimore & Ohio Railroad Co. will construct seven new steel truss bridges. Address W. T. Manning, chief engineer, Baltimore, Md.

Parkersburg — Cold-storage Plant. — The Parkersburg Ice Co. has arranged to build an \$8000 cold-storage plant.

BURNED.

Alexandria, Va.—The fertilizer warehouse of Capt. Herbert Bryant; loss about \$20,000.

Alexandria, Va.—The Old Dominion Brass and Iron Works of William A. Moore & Son; loss \$8000.

Alexandria, Va.—The Godfrey Laundry; loss about \$5000; also the warehouse of N. Lindsay & Co.

Alexandria, La.—The sugar refinery of D. S. Ferris.

Atlanta, Texas.—The City Hotel, owned by Z. T. Boazman.

Baltimore, Md.—The factory and warehouse of the Columbia Paper Bag Co.; estimated loss \$5000.

Catonsville, Md.—The Catonsville Hotel, owned by Mrs. Emily Davis; estimated loss \$5000.

Charlottesville, Va. — The warehouse of Charles King & Sons; estimated loss \$30,000. Columbia, Tenn. — Street & Co.'s warehouse; loss about \$5000; the barrel warehouse of Jake Barker: loss about \$5000.

Conroe, Texas.—The planing mill of the Campbell Lumber Co.; loss about \$5000.

Hattlesburg, Miss. — The Evans Hotel; estimated loss \$4500.

Monroe, La.—The dry-kilns at the Woodworth Saw Mills.

Opelika, Ala.—The warehouse of Opelika Compress, No. 2.

Savannah, Ga.—The Chatham Machine Brick Manufacturing Plant, E. F. and R. P. Lovell, proprietors; estimated loss \$10,000. Tifton, Ga.—The lumber mill of A. Congo.

BUILDING NOTES.

Atlanta, Ga.—Business Building.—W. A. Russell will erect a new business building at a cost of about \$20,000.

Birmingham, Ala.—Business House.—Mayberry & Watson will erect a five-story ironbraced building.

Blowing Rock, N. C.—Hotels, etc.—It is contemplated to organize the Morganton & Blowing Rock Electric & Improvement Co., for the erection of hotels, etc. Address for further information, T. K. Bruner, Morganton, N. C.

Brunswick, Ga. — Courthouse.—Proposals will be opened August 3 for the erection and completion of the new courthouse, for which \$40,000 has been appropriated. For plans and specifications address J. C. Lehman, clerk of county commissioners.

Brunswick, Ga.—Business Buildings.—Geo. Winship has let contract to J. B. Leonard for the erection of two buildings, the first to be 100x90 feet, the second 50x60 feet.

Cape Charles, Va.—Hotel.—R. H. Towsend, Jr., of Philadelphia, Pa.; H. H. Brockway, of New York, and Thomas Dixon, Jr., of Cape Charles, are investigating the desirability of organizing a stock company for the purpose of erecting a \$50,000 hotel.

Centre, Ala.—Dwelling.—W. A. Cobb has had plans and specifications prepared for a \$3500 dwelling by Geo. F. Barber & Co., Knoxville, Tenn.

Chapel Hill, N. C.—Hall.—The trustees of the Carolina University have decided to erect an alumni hall at a cost of \$25,000.

Columbus, Ga.—Church.—The congregation of St. Luke Methodist Church will erect a new \$25,000 edifice. Address the pastor.

a new \$25,000 edifice. Address the pastor. Corsicana, Texas — Schoolhouse. — Jink Evans, president board of trustees, State Orphans' Home, Corsicana, Texas, solicits

plans and specifications until June 17 for a schoolhouse to be erected at the State Orphans' Home, to be constructed of brick, two stories high.

Crisfield, Md.—Depot.—The New York, Pennsylvania & Norfolk Railroad Co. has decided to erect a new depot at Crisfield. Address R. B. Cooke, G. P. and F. A., Norfolk, Va.

Eastman, Ga.—Jail.—Golucke & Stewart, of Atlanta, have prepared plans for Dodge county's new jail building, to cost \$10,000. Address J. W. Bohannon, ordinary.

Elizabeth City, N. C.—Dwelling.—George F. Barber & Co., of Knoxville, Tenn., have prepared plans and specifications for dwellings for J. R. Pinner to cost \$3000, and for B. F. White to cost \$3500.

Fort Myers, Fla.—Hotel.—Hugh O'Neill, of New York, will, it is reported, erect a large hotel at Fort Myers.

Fort Myers, Fla.—Business Block.—Hugh O'Neill, of New York, will, it is stated, erect a two-story brick block at Fort Myers.

Franklin, Ky.—Dwellings.—George F. Barber & Co., of Knoxville, Tenn., have prepared plans and specifications for dwellings to be erected by E. D. Williams and M. S. Harris at a cost of \$2000 and \$3000, respectively.

Fulton, Mo.—School Building.—A \$7000 school building will be erected. Address secretary school board.

Gatesville, Texas—Courthouse and Jail.—Bids will be opened June 25 for the erection of a courthouse, to cost not exceeding \$70,-000, including heating and ventilating plants, plumbing and electric wiring; also Seth Thomas clock No. 15, with 800-pound bell. Bids will be opened at same time for erection of jail, to cost not more than \$70,000, including heating, ventilating and plumbing, electric wiring, etc. For further information apply to T. C. Taylor, county judge, Gatesville, Texas. (This award postponed from April 19).

Greenwood, Miss.—Hotel.—Mrs. R. Reiman has let contract to W. O. Glass, of Yazoo City, for the erection of her new hotel.

Henderson, N. C.—Dwelling.—Mrs. J. B. Owens has had plans and specifications prepared by Geo. F. Barber & Co., Knoxville, Tenn., for a \$5000 dwelling.

Hot Springs, Ark. — Hotel. — The Great Northern Hotel, G. S. Williamson, proprietor, will be enlarged and improved at a cost of \$30,000, the improvements to consist in the erection of large bathhouse, electriclight plant; also will put in steam heat, etc.

Jacksonville, Fla.—School Buildings.—The bill providing for the issuance of \$75,000 of bonds for the erection of new school buildings in Duval county has been passed by the legislature, and an election will probably be held to determine the issuance of same. Address the mayor.

Kansas City, Mo .- Dwellings .- Shepard & Farrar have prepared plans for a \$3500 dwelling for William Volker; for a \$5000 dwelling for W. C. Henrici; for F. L. Kaufman for a 12-room house to cost \$12,000; S. Chamberlain has prepared plans for dwelling for J. M. Richardson at a cost of \$3500; Hackney & Smith have prepared plans for five houses for George Rugby to cost \$13,000; W. W. Rose has prepared plans for two-story frame house for R. B. Greene to cost \$5000; L. G. Middaugh has prepared plans for a two-story stone house for O. H. Stevens at a cost of \$5500; Shepard & Farrar have prepared plans for dwellings to be erected by the following: S. M. Neel, cost \$6000; H. C. Kessler, cost \$2000; L. G. Middaugh has prepared plans for a dwelling for S. C. Lee, cost \$4000; W. E. Greenleaf has prepared plans for a two-story brick house for George A. Neal, cost \$4000; F. E. Hill is preparing plans for a residence for E. L. Scarritt to cost \$25,000.

La Grange, Ga.—Dwelling.—Geo. F. Barber & Co., of Knoxville, Tenn., have prepared plans and specifications for a \$3500 dwelling for B. H. Seay.

Louisville, Ky. — Residence. — Chas. D. Meyer is preparing plans for office and residence for Dr. Klingman.

Louisville, Ky.—Residence.—W. J. Dodd and Arthur Cobb are preparing plans for a brick residence to be erected by Samuel Grabfelder at a cost of \$25,000.

Louisville, Ky.—Residence.—J. B. Hutchings has prepared plans for residence to be erected by Fred. Reiss.

Martinsville, Va. — Dwelling. — John W. Carter has had plans prepared for a \$4000 dwelling by Geo. F. Barber & Co., Knoxville, Tenn.

Meridian, Miss.—Hotel.—The Southern Hotel, reported as burned, will be rebuilt.

New Orleans, La. - Dwellings. - Permits have been issued to Mr. Malkinroth for a

double frame cottage to cost \$1680; to W. C. Dennis for a brick structure to cost \$1000; to J. L. Pallot for a single cottage to cost \$3000; to P. Bradlin for a store and dwelling to cost \$2000; to Jules C. Verney for a cottage to cost \$2000.

Norfolk, Va.—Warehouses.—The Consolidated Compress Co. will erect three new warehouses.

Rich Hill, Mo.—Business Block.—N. W. Ballfinch has received contract for the erection of the business block to be built by Ferd. Helm and Beasley Bros., at a cost of \$7000.

Sabine Pass, Texas—Office Building.—The Sabine Land & Improvement Co. has let contract for the erection of an office building. Address Manager Osgood.

Sabine Pass, Texas—Store Building.—F. C. McReynolds has completed arrangements for the erection of a new store building to cost \$4000.

Sandersville, Ga.—School Building.—It has been decided by popular vote to issue \$12,000 of bonds for the erection of a new school building. Address the mayor.

Tampa, Fla.—Business Block.—George C. Warren has let contract for the erection of a three-story brick block.

Tennille, Ga.—School Building.—Plans of Golucke & Stewart, of Atlanta, have been accepted for the erection of a \$15,000 school building at Tennille. Contract will be let in sixty days. Address J. C. Harmon, secretary.

Thibodeaux, La.—Dwelling.—E. G. Roblchaux will erect a \$5000 dwelling after plans and specifications by Geo. F. Barber & Co., of Knoxville, Tenn.

Towson, Md. — School Buildings. — The school board of Baltimore county have decided to expend \$20,000 in the erection of new school buildings. Address county commissioners.

Vienna, Ga.—Dwelling.—J. O. Hamilton has had plans and specifications prepared by Geo. F. Barber & Co., Knoxville, Tenn., for a \$3500 dwelling.

Washington, D. C.—Dwelling.—Permit has been issued to G. W. Barkman for a \$3200 dwelling.

Washington, D. C.—Office Building.—Jos. E. Willard has let contract to Richardson & Burgess for the erection of his office building.

Washington, D. C.—Apartment-house.—Oscar W. White and Z. B. Babbitt are having erected an apartment-house, to be six stories high and 100x100 feet, to contain thirty-five apartments of five, six and seven rooms each. Contract for the erection of the building has ben let to P. Fersinger.

Washington, D. C.—Dwellings. — George Watts will erect dwelling after plans by Mr. Von der Mars; E. Woltz has prepared plans for three two-story houses to be erected by C. A. Johnson; John Fullmer will erect a three-story residence after plans by F. B. Pyle; Mrs. A. H. Gray will erect a residence, three stories, after plans prepared by Appleton P. Clark, Jr.; B. B. Connick has had plans prepared for two two-story dwellings; L. Sherwood will erect a frame cottage at College Park.

Washington, D. C. — Synagogue. — The Washington Hebrew congregation has awarded contract to Yost & Bro. for the crection of its new synagogue.

Washington, Ga.—Warehouse,—R. A. Almond has purchased site and will erect a warehouse.

Waycross, Ga.—Church.—Preparations are being made for rebuilding the Catholic church. Address Rev. Joseph Luckie, Brunswick, Ga.

Winchester, Va.—Dwellings.—Lucian Carr and Scott A. Affleck will erect \$5500 and \$3000 dwellings, respectively, after plans by Geo. F. Barber & Co., of Knoxville, Tenn.

RAILROAD CONSTRUCTION.

Railways.

Americus, Ga.—The extension of the Georgia & Alabama Railway from Fitzgerald to Ocilla, Ga., eight miles, has been completed, and it is reported that trains are now being operated over the extension.

Atlanta, Ga.—The Atlanta & Douglasville Raliroad Co. has been granted a charter for the purpose of building an electric raliroad between the two towns. J. S. James, of Douglasville; Charles Pratt, of Atlanta, Ga., and George L. Bell, of Gainesville, Ga., are among the promoters.

Atlanta, Texas.—It is announced that the Texas, Arkansas & Louisiana Railroad Co. is building an extension from Atlanta to Bloomsburg, on the Kansas City, Pittsburg W. C. \$1000; to cost welling a cot-

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ouglasville charter for ric railroad James, of tlanta, Ga., le, Ga., are

ed that the tailroad Co. Atlanta to y, Pittsburg & Gulf road. It is expected that the extension will be completed by August 1. This road at present is twenty-one miles long and narrow gage. A. G. Smith is president, and Edward Rand, of Atlanta, Texas, is superintendent.

Baltimore, Md.—It is understood that arrangements have finally been completed for the resumption of work on the Columbia & Maryland electric road between Baltimore and Washington, and that it will be resumed in the near future. W. Kesley Schoepf, at Washington, D. C., may be addressed.

Galveston, Texas.—The contract for reducing the grade of the Gulf, Colorado & Santa Fe road has been let to Ricker & Lee, of Galveston. The grade is to be lowered between Cleburne and Fort Worth, Texas, at an expenditure, it is stated, of about \$125,000.

Jasper, Texas.—The company which proposes to build the railroad line from Jasper to Beaumont has completed its organization under the title of the Jasper Southern Railroad Co. W. J. B. Adams, of Jasper, is president; E. A. Frederick, of Beaumont, vice-president; L. P. Scarborough, secretary, and E. A. Seal, of Jasper, treasurer. W. W. Blake has been appointed engineer, and E. I. Kellle, superintendent. It is expected to complete the road by October 1.

Junction City, Ark.—C. C. Henderson, general manager of the Arkansas Southern Railroad Co., advises the Manufacturers' Record that it is expected to begin work on the southern extension of this line at an early date. The projectors intend to have the terminus at some one of the Gulf ports in Louisiana.

Mobile, Ala.—The Mobile, Jackson & Kansas City road has been completed to a point sixteen miles from Mobile. It is expected to have trains in operation to Dog river, thirty miles, by the middle of July. F. B. Merrill is president of the railroad company.

Morganton, N. C.—T. K. Bruner, of Raleigh, N. C., one of the promoters of the proposed electric road from Morganton to Blowing Rock, states that it is proposed to build an electric or compressed-air motor line between the points named, a distance of about thirty miles. He states that citizens of Morganton have taken an interest in the matter.

Petersburg, Va.—It is reported that Petersburg capitalists have secured the charter of the Richmond, Blackstone & Southern Railroad, granted by the Virginia legislature some years ago. They propose to build a short line between Ridgeway, N. C., and Richmond via Blackstone, Va. Negotiations, it is stated, have been commenced for the purchase of the rails and bridges. P. Arlund, of Petersburg, is one of the promoters.

Richmond, Va.—It is reported that a company is being formed to build a railroad line from Manchester to Gayton and Lorraine. It will reach the coal deposits near these towns, and is intended to do passenger and freight business. Steam power will be used. The road would be about twelve miles long.

River Falls, Ala.—It is reported that surveys have been completed by the Dunham Railroad & Lumber Co. The total length of this line, it is stated, will be about sixty miles, the road extending from Dunham, Ala., by the way of River Falls to Lake View, Fla. B. B. Mackenzie and a number of Pennsylvania capitalists are among those interested in the scheme.

Selma, Ga.—A number of prominent business men have increased their stock on subscription to the proposed railroad line between Atlanta and Selma, in which R. M. Mitchell, of Georgia; H. A. Handley, of Roanoke, Ala., are interested.

Staunton, Va.—The question of building an electric railroad between Staunton and Basic City, Va., has been revived, and the city council of Staunton is considering the question of calling an election to decide upon the city taking \$50,000 worth of the stock. The company promoting the line is termed the Basic City, Bridgewater & Piedmont Railroad Co.

St. Louis, Mo.—It is reported that the Terminal Railroad Association, of St. Louis, has nearly decided to adopt compressed air in operating trains on this system in the city and suburbs. E. P. Bryan is general manager of the company.

Texarkana, Ark.—The Mississippi River, Hamburg & Western Railroad Co. has been incorporated, with \$1,400,000 capital, to build a railroad line from a point on the Mississippi near Gaines Landing to Texarkana. The distance is about 175 miles. (This is probably a scheme to complete the railroad projected by the late Austin Corbin through a portion of Arkansas, which was postponed by reason of his death.—Ed.)

Thomasville, Ga.—The company promoting

the proposed railroad line between Thomasville and Tifton has asked for a charter under the title of the Tifton, Thomasville & Gulf Railroad. The entire length of the line will be fifty-five miles, and it will pass through Berrien, Worth and Colquitt counties. The capital stock is to be \$100,000. W. W. Ashburn, of Eastman, Ga., and George W. Parrott, of Atlanta, Ga., are named as among the incorporators.

Tipton, Mo.—The proposed railroad line to be constructed from Tipton to the coal fields in Moniteau, Morgan and Cooper counties is being promoted by J. R. Miller, of Tipton; B. W. Hunter, of Excelsior, Mo., and T. H. Lewis, of Emporia, Kan. In a letter to the Manufacturers' Record Mr. Miller states that C. M. Vincent, of Lundon, Eng., representing an English syndicate, has examined the coal fields; also the possibilities of building a railroad, and the parties he represents may construct a north and south line from Duluth, Minn., to Sabine Pass, traversing these coal fields.

Trenton, Mo.—The Quincy, Omaha & Kansas City Railroad Co. has been incorporated by F. B. Wilcox, A. L. Carson and others, to build a railroad line from a point on the Mississippi river opposite Quincy, Ill.. to Trenton, in Grundy county, Mo. The line will be 140 miles long.

Washington, D. C.—H. A. Cady, secretary of the Washington, Westminster & Gettysburg Railroad Co., advises the Manufacturers' Record that the total length of this road will be sixty-eight miles. It is expected that the engineer's profiles and maps will soon be ready for the contractors, and that grading work will commence in the near future. Steam power will be used, and rails and equipment will be contracted for as soon as the road is graded. Contractors and others may address the secretary, Atlantic Building, Washington, D. C.

Street Railways.

Baltimore, Md.—The work of changing the Blue Line division of the City Passenger Railway from a cable to a trolley system has been completed.

Baltimore, Md.—The work of extending the Central Passenger Railroad Line on the Belair road has been commenced by David E. Evans and J. L. Blackwell, the contractors. The extension will be about eight miles in length.

Beaumont, Texas.—The parties interested in building an electric street railway in Beaumont include S. M. Peters, R. G. Jenkins, of Beaumont, and Frederick Zoiner. It is proposed to begin construction work within the next few months, and complete the line in about two years. A franchise has been applied for.

Birmingham, Ala.—It is announced that the Birmingham Electric Railroad Co. has begun work of changing its Ensley division for the use of electric motors. The road is about six miles long. It is expected to have it completed by August 1. Robert Jemison is president.

Jackson, Miss.—The city council has granted another franchise for an electric railway line in the city to C. W. Howard, of Chattanooga, Tenn. The franchise covers six miles of streets and includes an electric-light plant.

New Orleans, La.—The Orleans & Jefferson Railway Co. has been chartered to build an electric railway line on Napoleon avenue. The capital stock is placed at \$250,000. Among the incorporators are Wm. R. Hall. president; Robert R. Zell, vice-president and engineer; Cyrus B. Buchanan, secretary.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Belting and Shafting.—The Eagle Foundry Co., Greensboro, N. C., wants prices on belting and shafting.

Boiler.—Geo. P. Bewley, Berwyn, Md., wants boiler for heating two hothouses 18x 100 feet each.

Boiler and Engine.—Samuel J. Ady, Sha-

ron, Md., wants prices on boiler, fifteen to twenty horse-power, and engine, ten horsepower, new or second-hand.

Boilers and Engine.—The Roberts Cotton Oil Co. wants Corliss engine 14x36, and two 60x16 boilers. Address W. D. Roberts, manager, care of Chattanooga Cotton Oil Co., Chattanooga, Tenn.

Boot and Shoe Machinery.—L. E. Aldrich, Bluefields, Nicaragua, wants prices on machinery for making boots and shoes.

Brick Machinery.—L. E. Aldrich, Bluefields, Nicaragua, wants to buy machinery for making brick.

Bridge.—The Texas & Louisiana Bridge Co. will soon want bids for the construction of an iron wagon-bridge, the main span of which will be 150x50 feet, with wooden approaches sixteen or eighteen feet wide; the entire length will be about 730 feet. Address B. F. Haynes, Logansport, La.

Bridge.—Bids, plans and specifications are wanted, to be opened June 15, for the construction of a steel, wire or wood bridge over Oyster creek, near Angleton, the bridge to be 303 feet long and 14 feet wide. Address A. R. Masterson, county judge, Angleton, Texas.

Corn Mill.—G. A. McIlhenny, Harperville, Miss., wants a two-horse corn mill and evaporator.

Creamery Machinery.—W. H. Tatum, Louvale, Ga., wants names and addresses of makers of machinery for manufacturing butter and cheese.

Crusher.-See "Phosphate Machinery."

Dye Plant.—The Excelsior Knitting Mills, Union, S. C., wants prices on complete dye plant for dyeing hosiery.

Electrical Machinery.—The Georgia Manufacturing Co., Columbus, Ga., is in the market for electrical outfit—dynamos, etc.—for power lights, electric irons, etc.

Electrical Machinery.—The Roberts Cotton Oil Co. wants 100-light dynamo, with fifty lights wired up. Address W. D. Roberts, manager, care of Chattanooga Cotton Oil Co., Chattanooga, Tenn.

Electric-light Plant.—The Easley Oil Mill, B. C. Johnson, superintendent, Easley, S. C., wants prices on small electric-light plant for mill.

Elevator.—The Eagle Foundry Co., Greensboro, N. C., wants prices on elevator.

Engine.—Wanted—Steam engine, ten horsepower. Address M 742, Sun Office, Baltimore, Md.

Engine.—The Columbia Guano Co., Norfolk, Va., wants one 125-horse-power Corliss engine, second-hand. Address, giving particulars.

Engine and Boiler.—L. E. Aldrich, Bluefields, Nicaragua, wants to buy engine and boiler, eight or ten horse-power, for saw mill.

Engine and Boiler.—The Eagle Foundry Co., Greensboro, N. C., wants prices on new or second-hand engine and boiler, twelve or sixteen horse-power.

Farm Implement.—G. A. McIlhenny, Harperville, Miss., is in the market for a mowing machine.

Fountains.—H. Williams & Co., Warrenton, N. C., wants names and addresses of parties dealing in fountains, etc.

Gas Plant.—The city of Cartersville, Ga., wants bids on complete gas works, suitable for supplying gas for light, heat and power. For information as to plans and specifications apply to Chamber of Commerce. Address A. B. Cunyus, Chamber of Commerce.

Heating Plant.—Geo. P. Bewley, Berwyn, Md., wants boller, piping and all material for heating hothouse 18x100 feet; also wants glass 14x14, all the frame to be of wood.

Hydraulic Rams.—P. Cemp Johnson, Easley, S. C., wants prices on several hydraulic rams of different sizes.

Iron-working Machinery. - L. E. Aldrich, Bluefields, Nicaragua, wants to buy footpower machinery for working iron.

Knitting-mill Machinery.—H. E. Russell, Easley, S. C., wants prices on knitting-mill machinery.

Level and Rod.—William McC. Howard, 317 N. Twelfth street, Richmond, Va., wants a transit, level and level rod. (Gurley's instruments preferred). Address, with particulars, price, etc.

Machine Tool.—The Eagle Foundry Co., Greensboro, N. C., wants prices on upright drill.

Machine Tools.—W. D. Prickett, Asheville, Ala., wants second-hand foot-power screw-cutting lathe, medium size; must be cheap and in good condition.

Machine Tools.—Sealed proposals in triplicate will be received until June 22 for furnishing machine tools for the government.

Address J. W. Reilly, Ord. Dept., Com'g, Watertown Arsenal, Watertown, Mass.

Phosphate Machinery.—The General Phosphate Co. of Florida, Mount Pleasant, Tenn., is in the market for a crusher with capacity from 200 to 300 tons per day of ten hours.

Piping.—Geo. P. Bewley, Berwyn, Md., wants prices on pipes and all material needed for heating hothouses.

Piping.—The Aurora Cotton Mills, Burlington, N. C., wants to buy 3000 feet of three or four-inch second-hand wrought-iron pipe.

Piping.—H. Williams & Co., Warrenton, N. C., want names and addresses of parties dealing in piping, fountains, etc.

Powder-mill Machinery.—The operators of the Pocahontas Flat Top region want estimates on powder-mill machinery with capacity of from 150 to 175 kegs per day. Address J. J. Tierney, Bramwell, W. Va.

Railway Equipment. — The Washington, Westminster & Gettysburg Railway Co., Room 47, Atlantic Building, Washington, D. C., will soon contract for rails, steam power and other equipment. Address H. A. Cady, secretary.

Roofing.—The Eagle Foundry Co., Greensboro, N. C., wants prices on roofing.

Saw Mill.—See "Woodworking Machinery."
Separating Machinery.—Wanted — Names and addresses of manufacturers of machines for separating sand and other refuse from clay. Address Drawer G, Chambersburg, Pa.

Slip and Wharves.—Manager Osgood, of the Sabine Land & Improvement Co., Sabine Pass, Texas, will want bids for the construction of a new slip and wharves, the slip to be 1000 feet long and 200 feet wide.

Slot Machines.—W. P. Mullen, Carlwick, O., wants names and addresses of manufacturers or importers of living-picture slot machines.

Soldering Outfit. — The Crystal Ice Co., Elizabeth City, N. C., wants to buy a soldering outfit for mending ice cans.

Steam Laundry Machinery.—L. E. Aldrich, Bluefields, Nicaragua, wants prices on steamlaundry machinery.

Steréoscopes.—W. S. Tate, Marlin, Texas, wants names and addresses of manufacturers of stereoscopes.

Stove Patterns.—The Eagle Foundry Co., Greensboro, N. C., wants prices on cook and heating stove patterns.

Stove Pipe.—Thompson C. Gill & Co., 308 Walnut street, Philadelphia, Pa., wants addresses of manufacturers of stove pipe. Water Filters.—C. C. Smoot & Sons Co.,

Alexandria, Va., wants names and addresses of parties making water filters for manufacturing plants.

Water Meters.—The city of Eufaula, Ala.,

Water Meters.—The city of Eufaula, Ala., wants names and addresses of makers of meters for supply pipes; will want 250 or 300 meters from three-quarters to one inch, and a few larger size. Address R. A. Ballowe, chairman water-works committee.

Well-drilling Machinery.—T. W. Ross, Rock Hill, S. C., wants names and addresses of manufacturers of machines for sinking artesian and tubular wells.

Woodworking Machinery.—Blackwell & Delamar, Oriental, N. C., are in the market for a second-hand saw-mill outfit, 8000 to 10,000 per day capacity, to be delivered at Newberne; give full description, with lowest cash price.

Woodworking Machinery.—L. E. Aldrich, Bluefields, Nicaragua, wants prices on footpower machinery for working wood.

Woodworking Machinery.—Sydnor Pump & Wheel Co., 1445 Main street, Richmond, Va., are in the market for a machine and augurs for boring wooden logs from one and a-half to six-inch holes, logs from fifteen to twenty-five inches long.

Woodworking Machinery.—L. M. Jones, Thunder, Ga., wants names and addresses of manufacturers of spoke and handle lathes.

Woodworking Machinery.—Wanted--New or second-hand steam kindling-wood mill equipment. Address C 97, Sun Office, Baltimore, Md.

Woodworking Machinery.—The Kansas City & Southern Lumber Co., Sedgewick, Ark., will probably want machinery for the manufacture of oak insulatorpins and brackets, and cypress cross-arms.

Beiting.—A price-list of beiting and mill supplies, in condensed form, has been issued by the Akron Belting Co., of Akron, O. This list is a supplement to the company's general catalogue, and should be in the hands of present or prospective users of belting (leather or rubber), cotton waste, cotton fire hose, rubber hose, oil filters and puriflers (flow and force), wood-split pulleys, elevator buckets, etc.

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Iron Markets.

Cincinnati, Ohio, June 5.

The slight improvement noted a week ago is maintained, and the increased confidence in better business in the near future is manifested in buyers feeling assured that the lowest plane of values has been reached, and in their willingness to purchase at prices current. Because of the depression through the past six months many stocks have lasted longer than was contemplated, but indications favor liberal buying through June.

The advance in Bessemer, though slight, has strengthened the entire market, and concessions on the part of producers tendered a fortnight ago they would not consider for a moment today.

The tool works report an increase of domestic orders, with no falling off of the foreign demand. On the whole the outlook brightens.

We quote for cash f. o. b. cars Cincin-

matt.				
Southern coke No. 1 foundry.	\$9	25@	\$9	75
Southern coke No. 2 foundry.	8	50@	8	75
Southern coke No. 3 foundry.	8	2500	8	50
Southern coke, gray forge	_	-0	8	25
Southern coke, mottled	8	000	8	25
Southern coke No. 1 soft	8	7500	9	00
Southern coke No. 2 soft	8	500	8	75
Belfont coke No. 1. Lake Sup.	11	000	11	25
Belfont coke No. 2, Lake Sup.	10	500	10	75
Hanging Rock charcoal No. 1.		500		
Tennessee charcoal No. 1		500		
Jackson Co. silvery No. 1	12	5000	13	00
Standard Georgia car-wheel.,		2500	15	00
Tennessee car-wheel	13	00@	14	00
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New York, N. Y., June 5.

Indications multiply that the iron market has passed its worst point. There are many who disagree with this view, for it cannot be denied that the foundries and mills as a whole are very slack of work and seem to have but little in prospect. But here and there a decided improvement in demand for finished product is noted, and there are indications that a good deal of work of one kind or another is held back until it can be clearly shown that the bottom has been reached.

Those who look a little below the surface of things reason that present prices of pig iron cannot continue much longer, first, because they are below cost of production in the best-situated districts of the country; second, because output has been reduced until it is believed to be be low the rate of consumption, small as the latter is; third, because the improved prospects as to early passage of a tariff measure, and the bright outlook for crops give good promise of revival of general business; fourth, because railroad earnings show noticeable increases, contrary to expectations; fifth, because export business, including every form of iron, is growing rapidly and is supported by prosperous conditions throughout Europe; sixth, because money is abundant and cheap throughout the country, and there is a disposition on the part of its owners to let go of it just as soon as they can be sure that we are once on the up grade.

There are no changes in quotations, but prices are more firmly held than a month ago, and offers for large lots a shade under the limits are promptly turned down.

We quote for cash f. o. b. docks or cars New York:

TAGA.	LOIR.				
No. 1	X standard	Alabama		10	75
		Alabama			
No. 1	K Lake ore	coke iron	@	12	50
		coke iron			
		lleable			
Standa	rd Georgia	charcoal	@	15	50

Philadelphia, Pa., June 5.

The improvement mentioned in our last report continues this week. We are undoubtedly on the eve of better times. We understand that the leading Eastern railroads have decided to build cars and locomotives in view of better times, which they think are sure to come. One of the largest Eastern buyers placed a contract this week for a round lot of iron, and although he had delayed finally closing the

contract for several weeks, he needed the iron so badly that he asked one of the furnaces to try to make shipment of at least 1000 tons if possible in one day. Prices have not been moved up, but they are firmer, and no further concessions will be made.

be made.		
We quote for cash f. o. b. Phila	adelph	ia:
No. 1 X standard Alabama	-@\$10	75
No. 2 X standard Alabama No. 1 X lake ore iron	−@ 12	50
No. 2 X lake ore iron Niagara low sulphur coke mal-	—@ 12	00
Georgia warm-blast C. C. for	-@ 12	00
car wheels, chilled and sand		
rolls	-@ 15	50

ROGERS, BROWN & CO.

Report of Coal Operators.—The report of the Anthracite Coal Operators' Association, of 26 Cortlandt street, New York city, has been issued under date of June 1.

TRADE LITERATURE.

Tinners' Supplies Catalogue.—A new Illustrated catalogue of tinners' supplies, roofing materials, etc., has been issued by Messrs. Peden & Co., of Houston, Texas. This firm claims that its catalogue shows the largest, completest and best-assorted stock of goods in their line that exists in the Southwest. This catalogue is the first to be issued by the firm, and as such is certainly a most creditable and complete illustrated price-list of the goods which the firm handles.

Souvenir Pamphlet.—A souvenir pamphlet of an exhibit at the Tennessee Centennial and Industrial Exhibition, at Nashville, is being distributed by the Dodge Manufacturing Co., of Mishawaka, Ind. The pamphlet is handsome in its character and execution, and contains a number of reproductions of interest, showing some of the Dodge Company's appliances in the power-transmission branch of mechanics. This company has an interesting exhibit at Nashville, and tenders a cordial invitation to visitors to call on them at their booth.

Valve Catalogue,-One of the many important portions of the equipment of en-gines, boilers and other machinery is the A satisfactory valve of many years' good reputation in the market is that made by Messrs. Jenkins Bros., of 71 John street, York city. This firm has issued '97 catalogue, which is now being distrib-uted, containing numerous illustrations and descriptions of the valves which they manufacture; also of their standard packing. The Jenkins Bros.' valves are of special patterns, contain many valuable improvements, made of the best steam metal; the iron-body valves have been improved by increasing the thickness of flanges and adding more bolts, making them suitable for high or low pressure. Jenkins discs and packing have also been improved. Jenkins Bros.' new catalogue supersedes all previous lists, and should be in the hands of every user of the supplies treated on.

Y. P. S. C. E., July 7 and 12, San Francisco, via Queen & Crescent Route and New Orleans.

Low-rate tickets for this occasion on sale via the Queen & Crescent from all points north. Superb trains. Only one change of cars to San Francisco. Through Tourist Pullmans every Thursday from Cincinnati through without change to the const.

Write for literature, schedules, etc., to any Q. & C. agent, or to C. A. Baird, T. P. A., Detroit; W. W. Dunnavant, T. P. A., Cleveland, O.; Chas. W. Zell, D. P. A., Cincinnati, O.; Wm. Mange, T. P. A., 273 Broadway, New York; or to W. C. Rinearson, general passenger agent, Cincinnati, O.

\$4 00 to New York and Return, \$2 00 to Philadelphia and Return, via B. & O.

The B. & O. will sell excursion tickets to New York for train leaving Mt. Royal Station June 6, 1.26 A. M. Sleeping car open for passengers at Mt. Royal Station Saturday night, 10 P. M. Leave Camden Station 1.15 A. M. Tickets good returning on train leaving New York 12.15 A. M. Monday. Round trip, \$4.00. Sunday, June 6, tickets will be sold

Sunday, June 6, tickets will be sold from Baltimore for train leaving Camden Station 7.55 A. M., Mt. Royal Station 8.02 A. M., to Newark and return, \$1.25; Wilmington and return, \$1.50; Chester and return, \$1.75; Philadelphia and return, \$2.00; valid for return passage on train leaving Philadelphia Sunday, June 6, 8.19 P. M.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for the following page.

The South Again Leads.

The reports of the bank clearings for the several groups of States for the month of May and for the last week in May again reflect the revival of business in the South and its healthy condition as compared with other portions of the country. According to the returns as compiled by the Financial Chronicle, the percentages are as follows:

	Month of May.	Last week of May.
Middle	Dec. 2.3	Inc. 15.6
New England	Inc. 6.3	Inc. 23.4
Middle Western	Dec. 7.9	Inc. 14.8
Pacific	Dec. 0.4	Inc. 1.9
Other Western	Inc. 2.7	Inc. 21.4
All	Dec. 1.6	Inc. 16.9
Southern	Inc. 6.0	Inc. 28.9

It will be seen by the above table, the Southern group has not only led all the other groups of clearing-house cities for the month of May, but for the week ending May 29. While business throughout the country has greatly increased, as is indicated by the fact that in no group of cities were the clearings less than for the corresponding week of 1896, the figures prove that the South is forging steadily ahead, and that it is the first to respond to the improvement in trade.

The Maryland Bankers.

The Maryland Bankers' Association, in session at Cumberland, were addressed by Secretary of the Treasury Gage and Comptroller of the Currency Eckels and others. The following officers were elected:

President, John B. Ramsay, president of the National Mechanics' Bank, Baltimore. Vice-presidents: Lloyd Lowndes. president of the Second National Bank, Cumberland; Granville S. Haines, president of the First National Bank, Westminster; James Sloan, Jr., president of the Farmers and Merchants' National Bank, Baltimore: J. D. Wheeler, president of the Drovers and Mechanics' National Bank, Baltimore; C. C. Homer, president of the Second National Bank, Baltimore; James Alfred Pearce, president of the Second National Bank, Chestertown; Nicholas M. Smith, president of the German-American Bank, Baltimore: John Mason, vice-president of the Farmers and Merchants' National Bank, Baltimore: Charles S. Lane, of Eavey Lane & Co., bankers, Hagerstown; Edwin Warfield, president of the Fidelity & Deposit Co., Baltimore. Secretary, Lawrence B. Kemp, president of the Commercial and Farmers' National Bank, Baltimore. Treasurer, William Marriott, assistant cashier Western National Bank, Baltimore. Committee of administration: W. T. Dixon, president of the National Exchange Bank, Baltimore; E. J. Penniman, cashier First National Bank, Baltimore; Eugene Levering, president of the National Bank of Commerce, Baltimore; Daniel Annan cashier of the Second Na tional Bank, Cumberland, and Joseph D. Baker, president of the Citizens' National Bank, Frederick.

Railroad Interest Disbursements.

With this issue the Manufacturers' Record gives a list of the June interest disbursements made by Southern railroad corporations. The aggregate of these disbursements indicates that Southern cor-

porations are meeting their obligations as promptly and as fully this year as during 1896. The total amount significantly indicates the extent of the investments of the public generally in Southern ventures:

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Increase of Loan Associations.

A notable feature of the May bulletin of the Department of Labor is a report on the building and loan associations of the country. It is stated that the report represents 75 per cent. of the associations, and that the principal States in which they do business are California, Connecticut, Illinois, Indiana, Maine, Massachusetts, Missouri, Nebraska, New Hampshire. New Jersey, New York, Ohio, Pennsylvania and Tennessee. The statistics for this group of States show that the number of associations increased from 4499 on January 1, 1893, to 4617 in 1896. The number of shares outstanding has increased from 9,500,755 to 9,985,999. The instalment dues paid in, also prepaid stock and profits increased from \$370,-471,289 to \$449,643,048, while the assets increased from \$403,475,395 to \$489,659,-

It is unfortunate that the report does not include more States, as the business of building and loan associations has been very extensive in Maryland, Georgia and South Carolina, in the South. The increase here has been fully as large as in the group referred to, if not larger. While the report is of considerable value to all interested in this class of investments, it is to be regretted that it is not more complete. An explanation of this, however, is given in the fact that in some States the officers of building and loan associations are not required to make reports to State officials. Frequently there is no way of obtaining data relative to them.

New Corporations.

H. A. Clements, B. S. Scott and others have decided to open a national bank at Paris, Texas, with \$120,000 capital.

The Co-operative Loan & Savings Co. of Pine Bluff, Ark., has been incorporated, with a capital of \$250,000. D. C. Bell is president, and G. H. Gammill, secretary and treasurer.

New Securities.

The total issue of the bonds which it is announced will be made by Chester, S. C., is \$60,000.

The issue of \$40,000 worth of sewer bonds offered by Huntsville, Ala., have been sold to W. R. Rison for \$42,004, which is considered an excellent price.

According to a report from Charleston, W. Va., the city council has adopted an S as

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ordinance in favor of issuing \$30,000 in 5 per cent. bonds for refunding purposes.

Glynn county, Georgia, will vote on the proposed issue of \$40,000 in 5 per cent. bonds on July 1. James S. Wright, chairman of the committee, may be addressed, at Brunswick, Ga.

It is announced that the recent election held at Sandersville, Ga., relative to the proposed issue of bonds, resulted in a vote in favor of the issue. The mayor will give further particulars.

The Arkansas legislature is considering the question of authorizing the issue of \$500,000 in bonds for levee work in the State. The bonds are to bear interest at a rate not exceeding 6 per cent.

It is announced that Cumberland county, North Carolina, has sold \$87,300 of 5 per cent. bonds at par for refunding purposes. Fayetteville is the countyseat of this county.

It is reported that the town of Southern Pines, N. C., will issue \$25,000 worth of bonds for the construction of a system of water works and sewerage. The mayor may be addressed.

Dividends and Interest.

The Easley (S. C.) Oil Mill Co. has declared a dividend of 10 per cent.

Financial Notes.

E. Southard Parker has been elected president, and S. W. Woodward, vicepresident, of the National Metropolitan Bank of Washington.

The Commercial Bank of Augusta, Ga., has elected Frank Filmer as president. The latter is connected with the private banking-house of Filmer, Thomas & Co., and this firm, it is reported, will retire from business.

The State Bankers' Association of West Virginia, at its annual meeting, elected the following officers: President, J. E. Sands, of Fairmont; vice-presidents, L. Mallonee of Grafton, W. H. Freeman of Clarksburg, H. H. Moss of Parkersburg, and J. K. Oney of Huntington; secretary and treasurer, W. H. Furbee, of Wheeling. The next meeting of the association will be held at Clarksburg, W. Va.

Foundry Supply Catalogue.-A handy volume for everyone connected with the foundry industry has made its appearance in the No. 10 complete catalogue, just issued by the J. D. Smith Foundry Supply Co., of Cincinnati, O. This company was established in 1879, and its capacity for producing foun-dry supplies, both as regards quality and quantity, is claimed to be equal to any. Cat-alogue No. 10 contains a complete list of blowers, bellows, furnaces, brushes, boilers, air compressors, cupolas, crucibles, hoists, hammers, ladles, sand mixers, tools, etc.; in fact, any kind of machinery or device used in foundries, together with illustrations and prices. The J. D. Smith Foundry Co. manufactures all kinds of foundry facings and blackings, imports and refines plumbago, silver and black lead, and manufactures and deals in supplies for brass and iron foun-dries, pattern-makers, machinists, rolling mills, furnaces and steel works, and handles a line of Monks' molders' tools claimed to be the largest in America.

Chain-saw Mortiser,—"The Chain Mortiser" is the title of a pamphlet which is intended to present to the reader the construction and operation of the chain-saw mortiser, manufactured by the New Britain Machine Co., of New Britain, Conn., and to present the press opinions and Words of recommendation which this machine has had extended to it by reason of its merit. This chain-saw mortiser is shown to be the outome of long study, persistent effort and large expenditure, and it is believed to em body the best principles for rapid mortising and the most carefully-worked-out details for convenience in manipulation. A complete illustrated description of the mortiser is given in the pamphlet to which we refer, and any present or prospective user of woodworking machinery of any kind is invited to correspond with the New Britain Machine Co. when prepared to negotiate for new apparatus.

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Suppose you write for particulars about

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This company owns and is now opening up rich gold mines in the famous Leadville Gold Belt of Colorado. The officers and stockholders of the company are not speculators but are well-known conservative business men. Here are some of them;

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The stock of this company has been listed on the New York Mining and Industrial Exchange. The office of the company is at 849 Equitable Building, Baltimore, Md.

The treasury stock now being offered affords in investment opportunity that is well worth

an investment opportunity that is well worth looking into.

The Big Union Mines, the property of this company, lie on the same contact vien with the most noted of the great Leadville mines. One of these the "Little Johnny" is the greatest gold mine in Colorado and perhaps in the world. Its present output is about \$300,000 per month. It paid last year \$1,600,000 in dividends and is now paying monthly dividends of \$100,000 to \$200,000.

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Clonbrock Steam Boiler Co Coburn Trolley Track Mfg. Co Cohoes Iron Fdy. & Mch. Co Cole, Wm. H., & Sons Columbia Guano Co	9 29	(
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TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., May 7, 1897. Sealed proposals will be received at this office until 2 o'clock P. M. on the 24th day of June, 1897, and opened immediately thereafter, for all the labor and materials required for the plumbing and gas piping for the U. S. Postoffice, Courthouse, etc., building at Milwaukee, Wisconsin, in accordance with drawings and specification, copies of which may be had at this office or at the office of the Superintendent at Milwaukee, Wis. Each bid must be accompanied by a certified check for a sum not less than two per ceat. of the amount of the proposal. The right is reserved to reject any or all bids or to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All bids received after the time stated will be returned to the bidders. WM. MARTIN AIKEN, Supervising Architect.



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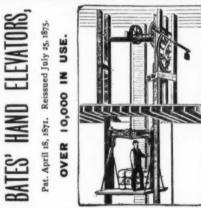
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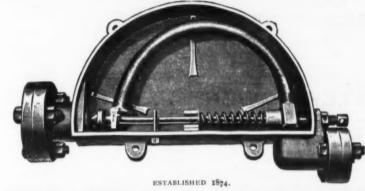
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TERMS of sale shall be cash sufficient to pay off and discharge the liens prior to the mortgage, fixed by said decrees, amounting to about \$49.000, to gether with the costs attending the sale, and trustee's compensation of \$750 and trustee's attorney's fee of \$2500 by a former decree provided for, and as to any residue over and above said prior liens, etc., the same shall be payable in 12 months from date of sale; the title to the property to be retained by the court until the purchase-money is paid in full. For further particulars in regard to said property, address David W. Flickwir, at Roanoke, Va., or H. Peyton Gray, Bristol, Tenn.

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1 20x12 Gray Lathe.
1 20x12 Gray Lathe.
1 20x12 Gray Lathe.
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Desires engagement to superintend building and equipping mills, steam or water power. Cotton mills a specialty. Highest references. Long experience. Address C. M., care Mfrs. Record.

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If you have any old rails-either in good condition to relay, or if only fit to be used as scrapadvise us; we buy both kinds.

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RELAYING RAILS.

FOR SALE.

RAILS and ROLLING STOCK

Steel Relaying Rails with Splices.
5000 tons 63 ibs. at St. Louis, Chicago and Toledo.
5000 tons 62 ibs. at Kansas City.
1500 tons 60 ibs. at Kansas City.
1500 tons 60 ibs. at Cincinnati.
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150 tons 30 ibs. at Augusta, Ga.
Lot of narrow gauge engines, flat and box cars, at Galveston, Texas. Call or write.

BLOCK POLLAK IRON CO. CINCINNATI, OHIO, or CHICAGO, ILL. We are always in the market to buy relaying rails and scrap iron of all kinds for cash.

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About 400 tons 30-lb. Iron T Rails. THE TREDEGAR COMPANY,

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85 tons of 25-lb, TEE RAILS, 200 tons of 30s, 48 tons of 45s and 300 tons of 50s, with Fish Plates and Spikes; cheap; also 2-ft. and 3-ft. Gauge Locomotives and Cars. Write for par A. FOGG.

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600 tons 45-lb. STEEL T RELAYING RAILS,
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One Baldwin 16x24 MOGUL LOCOMOTIVE.
One Baldwin 14x22 4-WHEEL "
One 59-ft, and one 45-ft. PASSENGER COACH,
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Relaying Rail and Splices, Locomotives, Coaches and Freight Cars.

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Owing to the change of the motive power of the LAKE STREET ELEVATED RAILWAY from steam to electricity, we offer for sale all the Locomotives, simple and compound, standard gauge, owned by the line. None of them have had three years' and many of them less than two years' service. The cost now to build these engines would be \$5600. They are offered at greatly reduced prices. Two pairs coupled drivers, 44-in, diameter; four-wheel swing truck, wrought center steel tired wheels, cylinders, simple engines 13-in.x18-in.; total weight about 56,500 lbs.; weight on drivers about 40,000 lbs; fire-box 58 in. by 42% in.; fuel, hard or soft coal, coke or wood may be burned; two injectors. Eames vacuum brakes for driving wheels, tender and train: steam heater connections. For full description and price write

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I Baldwin locomo ive, I passenger coach, I combination baggage and passenger coach, 2 box cars, 2 flat cars, 5 miles of light steel relaying rails from 16 to 30 pounds. Also 2 winter street cars and 3 summer street cars a lin good condition. Will sell cheap for cash. Write

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Weight from 14 up to 31 tons, standard and arrow gauge. Write for Catalogue and particulars.

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Weight, eight tons; cylinder, 7 in.x12 in.; saddle tank; 4 drivers 24 in. Price, \$850. Good as new. Just out of shop.

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Selected by our own experts from amongst some of the finest lots of Second-hand Equipment that have ever been offered by any of the Leading Trunk Lines of this country.

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FIRST-CLASS CONDITION. FIRST-CLASS CONDITION.
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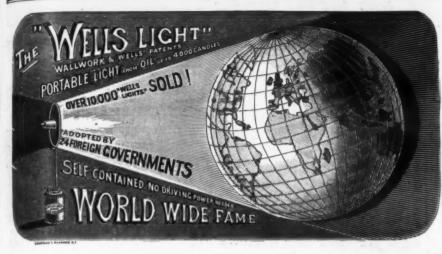
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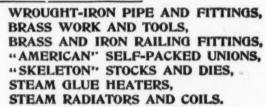


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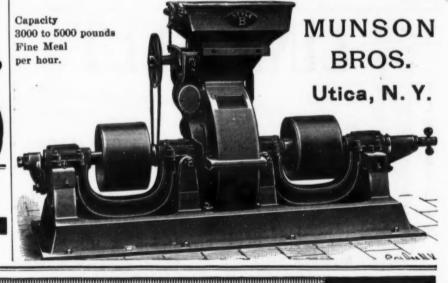
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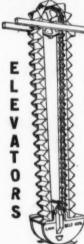
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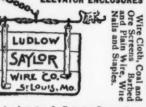
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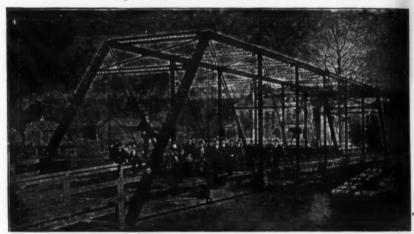
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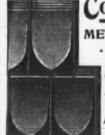
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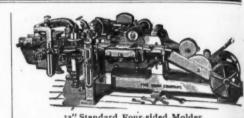
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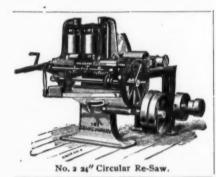


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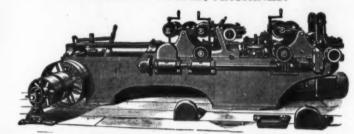
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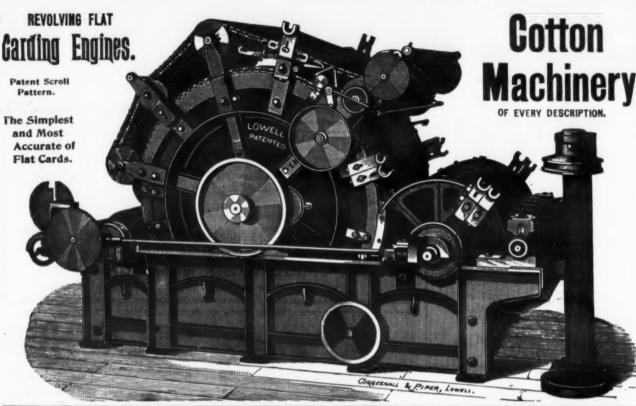


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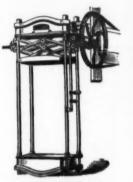
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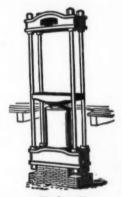
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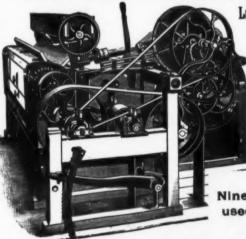
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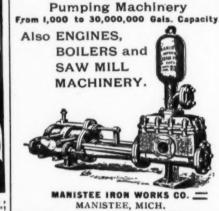
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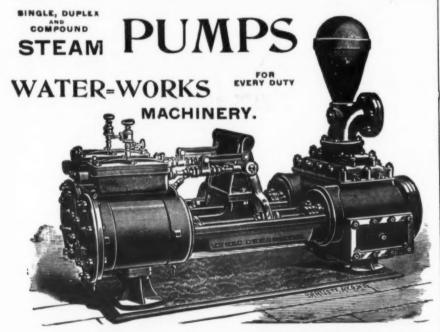
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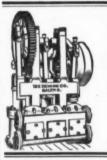
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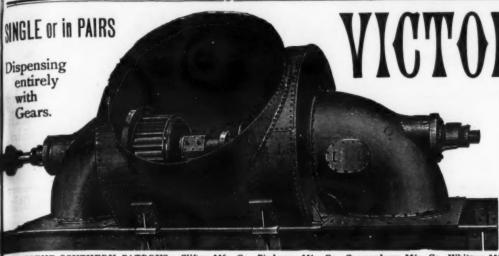
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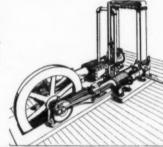
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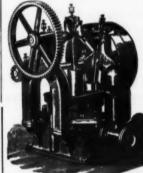
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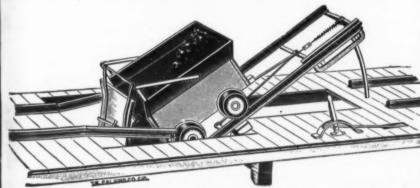
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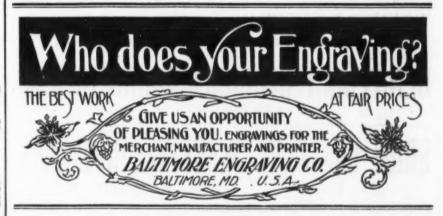
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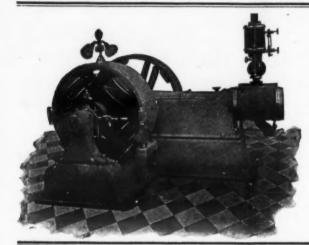
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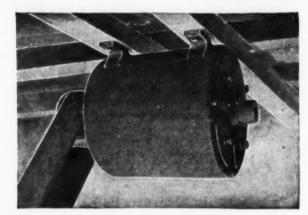
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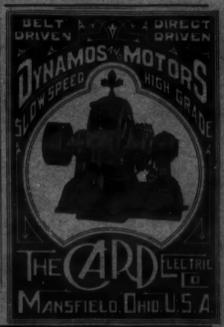
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